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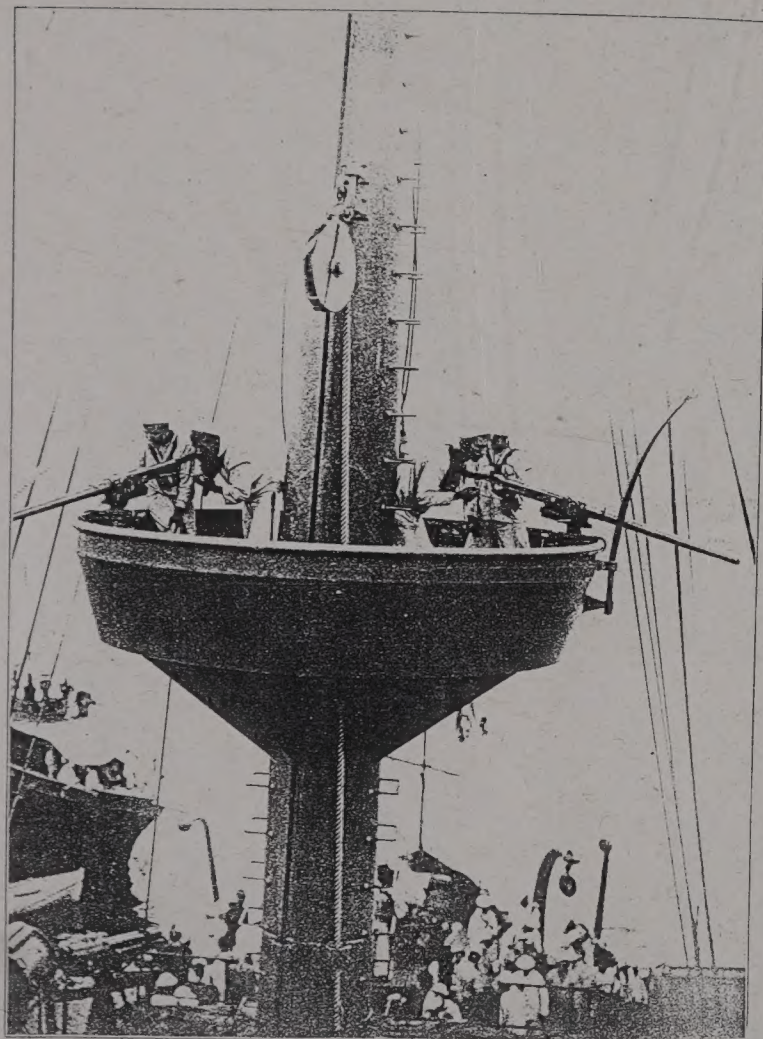
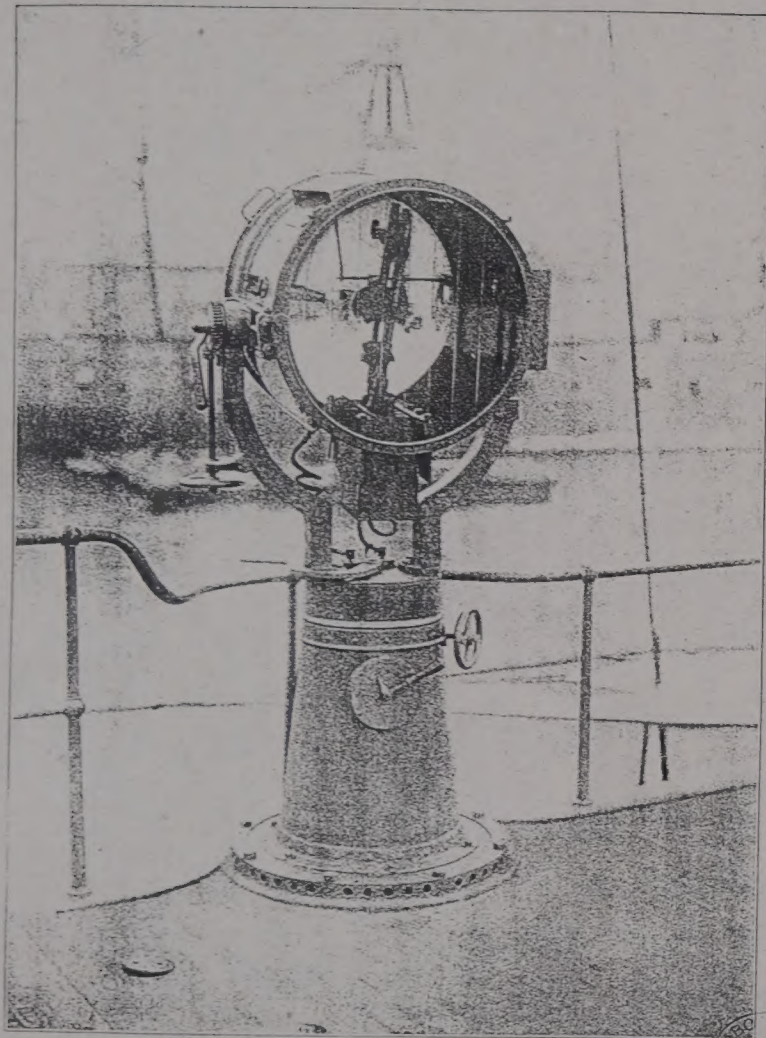








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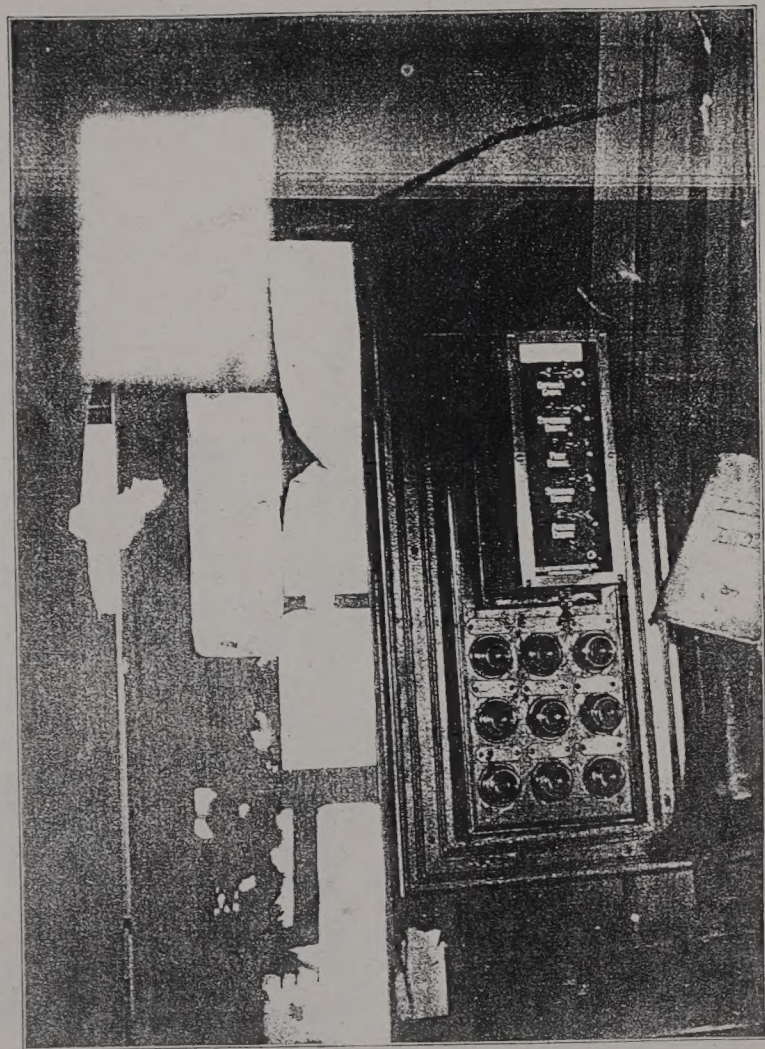


ON BOARD THE TEXAS. Our photographs show a captured search-light on board the *Texas* and a remarkable view of the military mast of the vessel which performed such terrible execution at Santiago when the Spanish fleet under Admiral Cervera was destroyed. It is no pleasant work to man a fighting-top during an engagement. The enemy's gunners make the masts a special mark, their object being to bring them down and to create confusion on deck by littering it with entangled debris. To visitors on board the *Texas* on her return to New York the fighting-tops were objects of much curiosity, calling in this respect the Spanish ships among which was conspicuous the search-light captured from the *Albatros*. This was taken not so much as a trophy as for utilitarian purposes. It was a better instrument than that belonging to the *Texas* and the latter having been injured. Captain Philip made use of the Spanish search-light on the homeward voyage. The photograph is a remarkable one. If the picture is reversed, there can be seen in the gigantic mirror a reflection of the photographer and his camera. The operator in obtaining a picture of the search-light, unconsciously secured one of himself.









**THE DAMAGE BY SPANISH GUNS.**—Among many things remarkable in connection with the Spanish American War, nothing has been more so than the immunity with which our navy passed through the ordeal. Scarcely a sailor's life was lost; no damage of a serious nature was inflicted on any of the vessels. And yet, more than once shells were falling all around them; exploding here, there, everywhere, except where they would cause damage. During the fight off Santiago the *Texas* received two injuries. Neither of them was in the least degree serious, although one might have been. A fragment of a shell passed through the pilot-house, where Captain Philip himself was at the time, and tore a way out through the bulletin board. The other wound was in the armor that protects the ash-ore. A big, gaping hole was torn large enough for a man to thrust his head through. The good shape in which the *Texas* returned from the war may be gauged from the fact that only a fortnight was considered necessary in order to do all the cleaning and repairs required, including the amending of damages caused by the effect of the explosion of the big guns on board.









**INVALIDED SOLDIERS AT CADIZ RECEIVING RATIONS.**—The ladies of Spain, like those of every other civilized country, particularly the United States, are not only enthusiastic patriots, ready at all times to encourage, with their applause, the bravery of soldiers and sailors who undertake to aid in fighting their country's battles, but are also practical workers and helpers in the trying times of war. At the various ports of the Spanish peninsula committees of ladies were organized for the immediate relief of sick and wounded returning from the field. The members of these committees belonged to the most influential representative families, including the wealthiest and most aristocratic houses in every province. The wives of rich merchants, and their daughters, joined with their neighbors in the good work, cheerfully sacrificing time, money, and convenience. In every large seaport where troops were disembarked, these committees did excellent work, by day and night. Their chief object was to furnish rations of choice food, delicacies, nourishing wines, and other articles of diet not furnished in the official rations. As each detachment arrived, it was welcomed by members of the committee in person. Just as soon as the most urgent wants of the men could be ascertained, they were promptly supplied, without any formality or official interference. The largest and most active committee was at Cadiz, the principal port of the peninsula.









WOUNDED SOLDIERS IN CADIZ HOSPITAL.

Spanish









DISPATCH-BOAT "GENERAL VALDES."—The dispatch

*General Valdes* is one of a number of similar vessels employed in connection with the Spanish naval service. In the background of the picture, situated on a hill considerably higher than the city of Barcelona, is the citadel one of the most impregnable of Spanish strongholds—stands on the summit of an enormous rock, piled with guns of heavy calibre. No modern fleet would be safe in or near Barcelona harbor without first threatening the capital of Catalonia. Its batteries have several times either prevented or quelled revolutions in that city. Lately, a number of anarchists and a few Cuban insurgents have been thrown in. It was alleged that some of the anarchist prisoners were tortured in order to make them tell whatever they knew of the late Spanish premier. An official investigation of this matter followed. No photographs of Monjuich







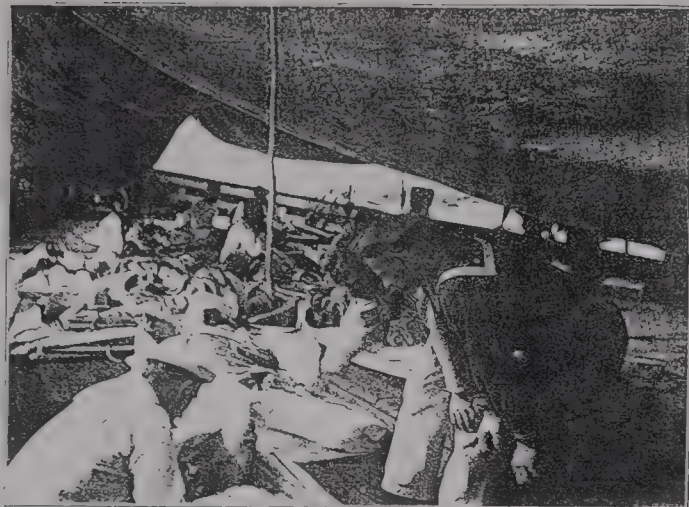
CAMARA'S SUEZ TRIP.

At Manila, and the destruction of his fleet by Dewey on that eventful first of May, was a blow to make Spain stagger. But the fact home, that Manila itself was not taken and, if taken, could not be held by the American forces then available, probably to allay the impatience of the people at the inactivity of Admiral Camara, stationed at Cadiz, his squadron of Mediterranean points, suddenly appeared on July 16 off Port Said on the northern entrance to the Suez Canal. It was after much delay, he finally paid his toll, coaled his ships, and started for Suez, a flying squadron under Camara in Spanish waters. The movement was entirely successful, for Camara no sooner reached Suez than he was ordered to attack the Spanish fleet. He did so, and in a few days he had destroyed several hundred thousand dollars, and served to crystallize the American plan to hunt in Spanish waters the Spanish fleet, that this course would hasten peace by giving Spanish stay-at-homes a definite idea of American





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SPANISH PRISONERS





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**THE "INFANTA MARIA TERESA."**—The *Infanta Maria Teresa* was the vessel which carried Admiral Cervera during his despairing dash out of Santiago harbor on the eventful day of May 19, 1898, and she was the third to be run ashore, disabled by the deadly fire of the American fleet, the *Oquendo*, the *Vizcaya* and the "destroyers" being the first to go, and the *Albatross* the last. Nevertheless, the *Maria Teresa* was really the least damaged of the lot, and when she was beached she rested easily in an upright position, in shallow water, and was one of the wreckers to save her for the United States navy was a comparatively easy one. She will prove a valuable addition to our fleet. She has a 12-inch water-line belt, and 10½ inches of steel protecting the heavy guns, and is armed with two 11-inch guns, ten 5½-inch quick-fire guns, and fourteen six-pounders and one pounder. At the end of the 12-inch water-line belt is an 11-inch armor-piercing gun. Between these guns is the 5½-inch quick-fire gun battery.











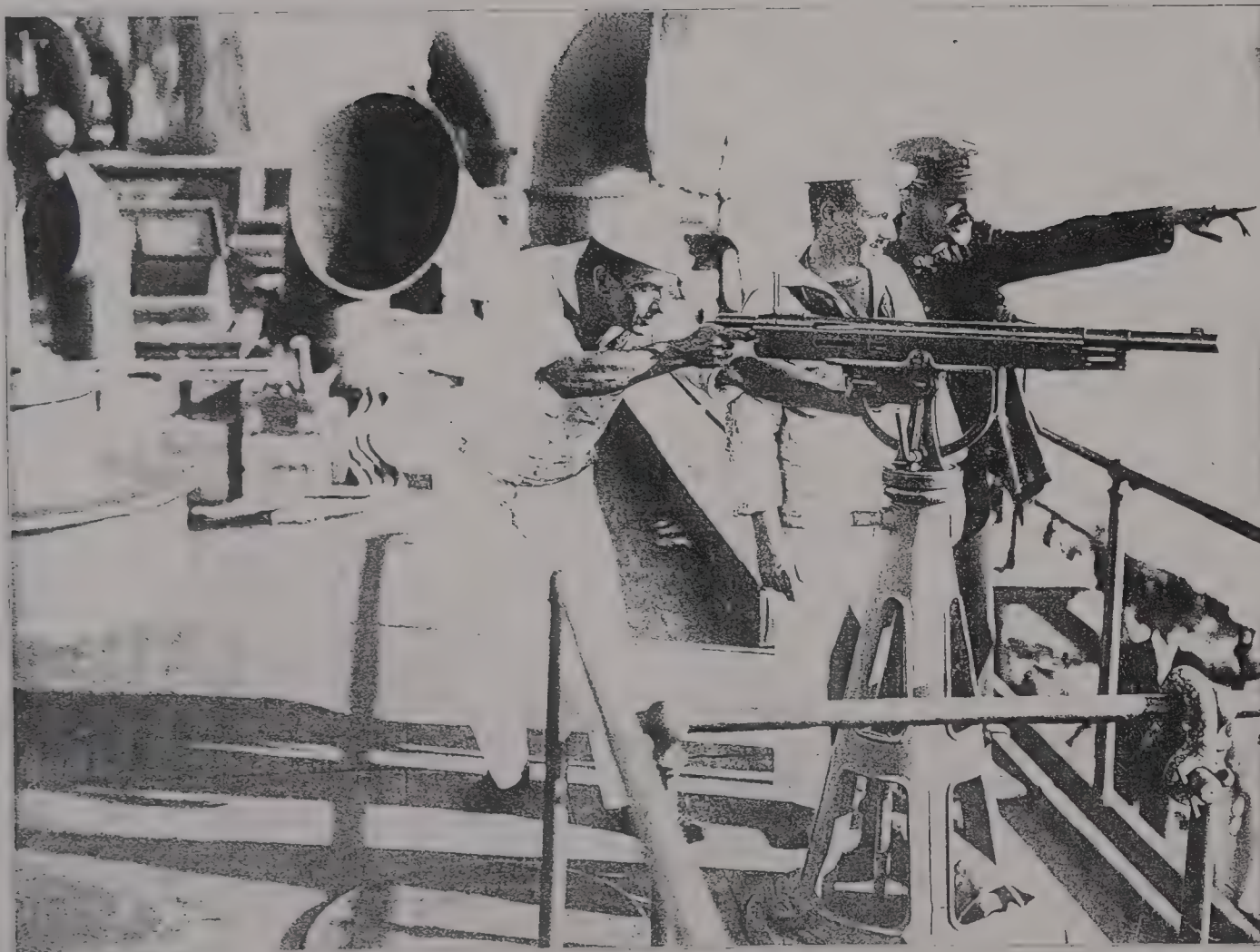


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A CRACK SPANISH CRUISER. The Albatros was one of the most effective fighting machines in the Spanish navy. In her armament she even carried a 100-pound solid steel conical-shaped projectile to a distance of twelve miles. She was the only Spanish cruiser to be destroyed by the Albatros, our best cruiser, carrying heavier than 8-inch rifles. Of these vessels, Spain had two other cruisers, the Cristobal Colon and the Carlos I. The Albatros was well known to Americans, both by reason of her long stay in Cuban waters, and her recent visit to New York harbor. She was the only Spanish cruiser to be destroyed by the Albatros, our best cruiser, carrying heavier than 8-inch rifles. In a catastrophe in Havana harbor, no one then thinking how terribly the destruction of our battleship







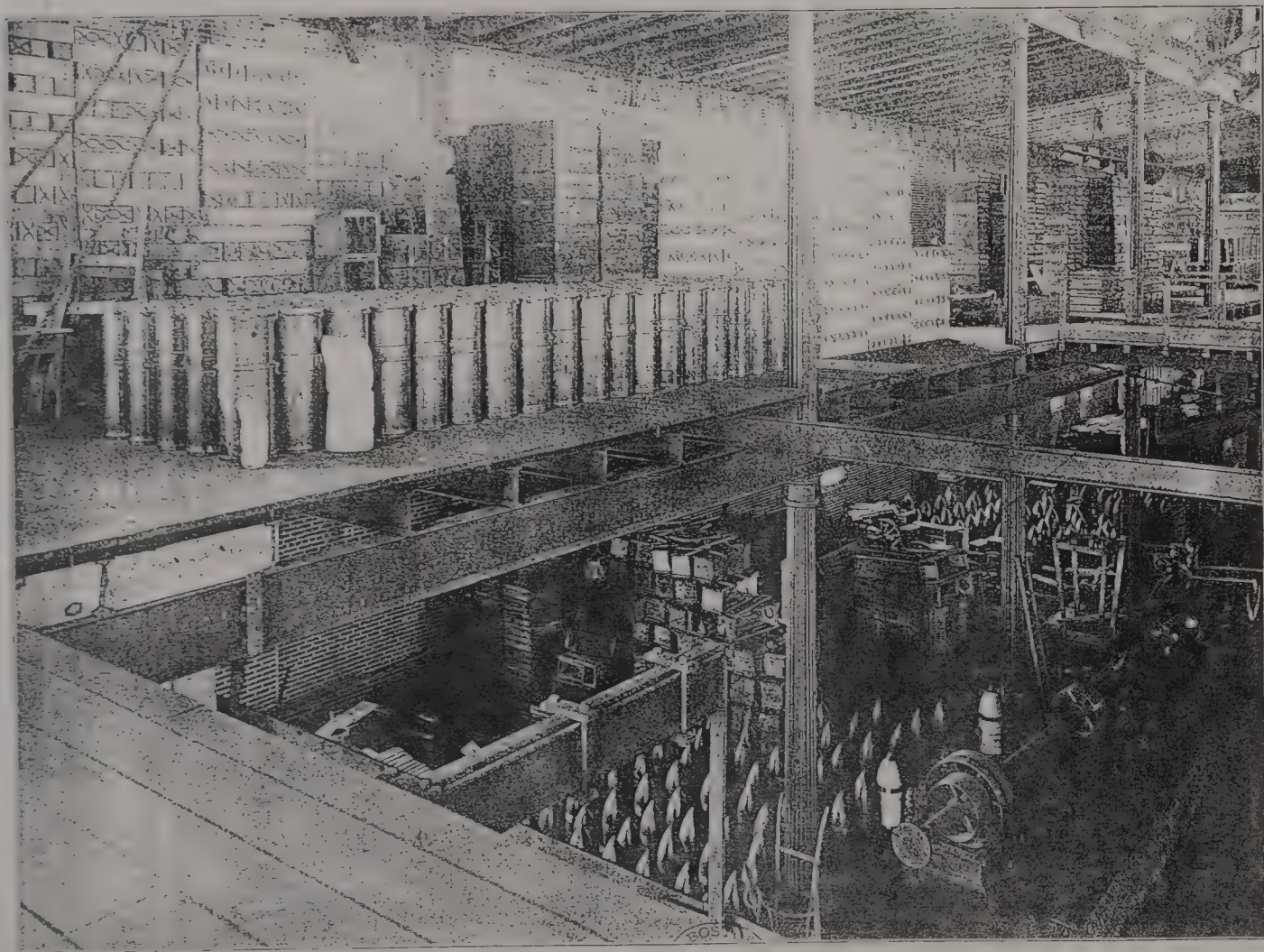
THE COLT AUTOMATIC GUN.

...available service in the operations in southern Cuban waters. It is in the fullest sense of the word an automaton. The gun and the powder continue firing at a rate of 400 shots a minute until the cartridges are exhausted. The method by which the powder gases which give velocity to the projectile are utilized to discard the empty cartridge and bring a small vent which opens downward from the breech. After the bullet has passed this vent but before it has left the muzzle, the vent, and their power, no longer needed to propel the projectile, is thus utilized to put in motion the delicate mechanism which discards the empty cartridge. The operation being, in fact, like the firing of a revolver. The entire gun weighs only forty pounds and also by cavalry. For the latter purpose a folding tripod is substituted for the more solid stand, and this with the gun





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GOVERNMENT AMMUNITION STORE. This is a view from the upper level of the store, showing the rows of tall, cylindrical cases or boxes. The lower level is cluttered with various equipment, including a large wheel-like object, a chair, and other miscellaneous items. The structure appears to be made of brick or concrete.





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# BEAR

**WOUNDED FROM THE BATTLEFIELD.**—The advance on Santiago by the troops under General Shafter began in the early hours of the morning of July 1st, 1898, the losses on both sides being heavy. The wounded, however, were cared for with an alacrity that is seldom feasible during a fierce engagement.

El Pazo being borne to the rear. It was about this time, shortly before midnight, that General Wheeler, the bold and brave of the American line, started on a two miles' journey to the front in an ambulance. For some days he had been dangerously ill, against the advice of the surgeons. The distance was not half covered when the General and his staff met a number of wounded soldiers being borne to the rear on litters. General Wheeler stopped his ambulance; insisted on being helped out, and on personally superintending the work of placing the litters inside. Then, though unaided, he mounted his horse, and rode onward. The men burst into frantic cheers which followed the veteran general along the line.



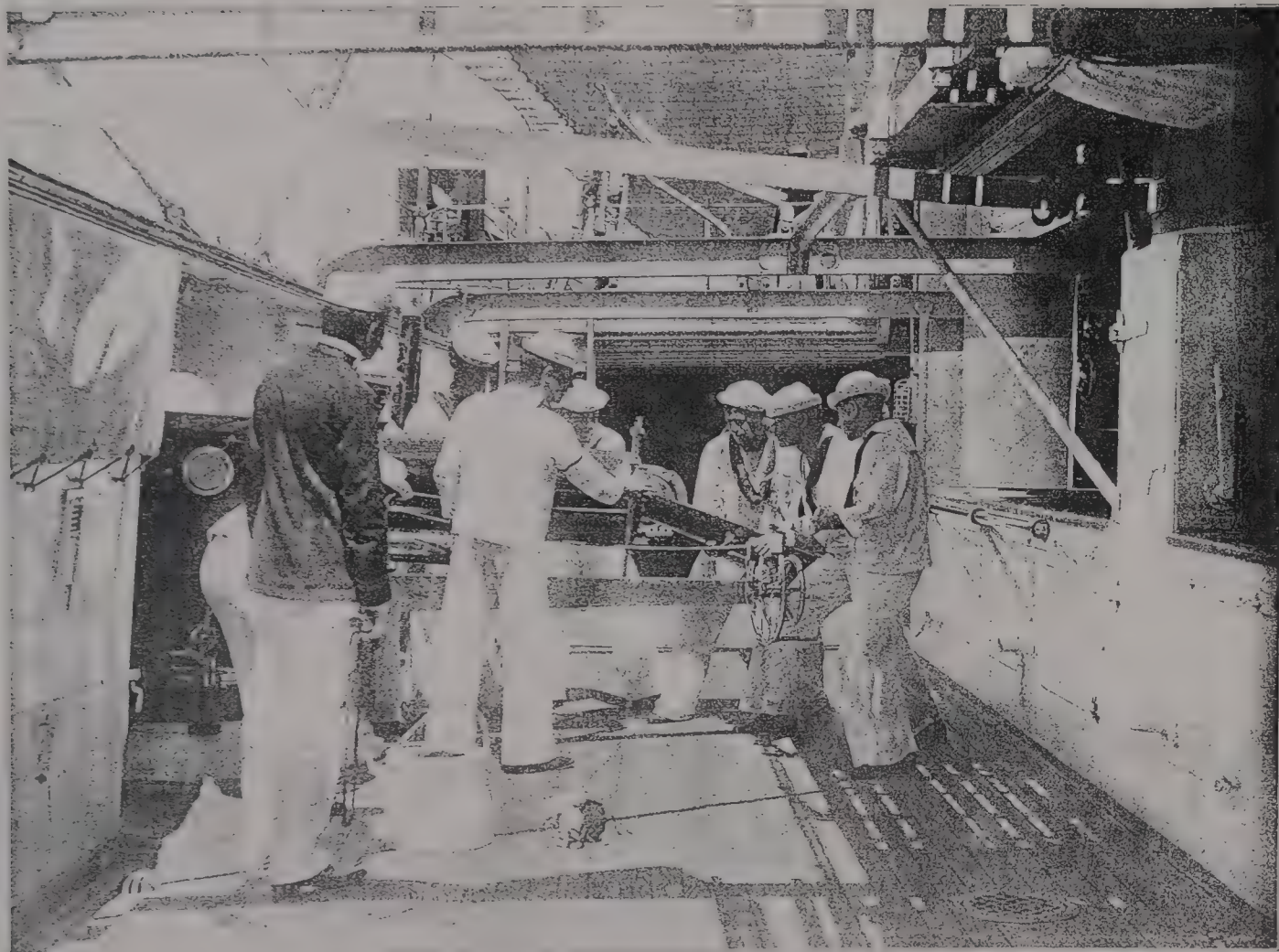




LANDING ON CUBAN SOIL







PREPARING TO FIRE











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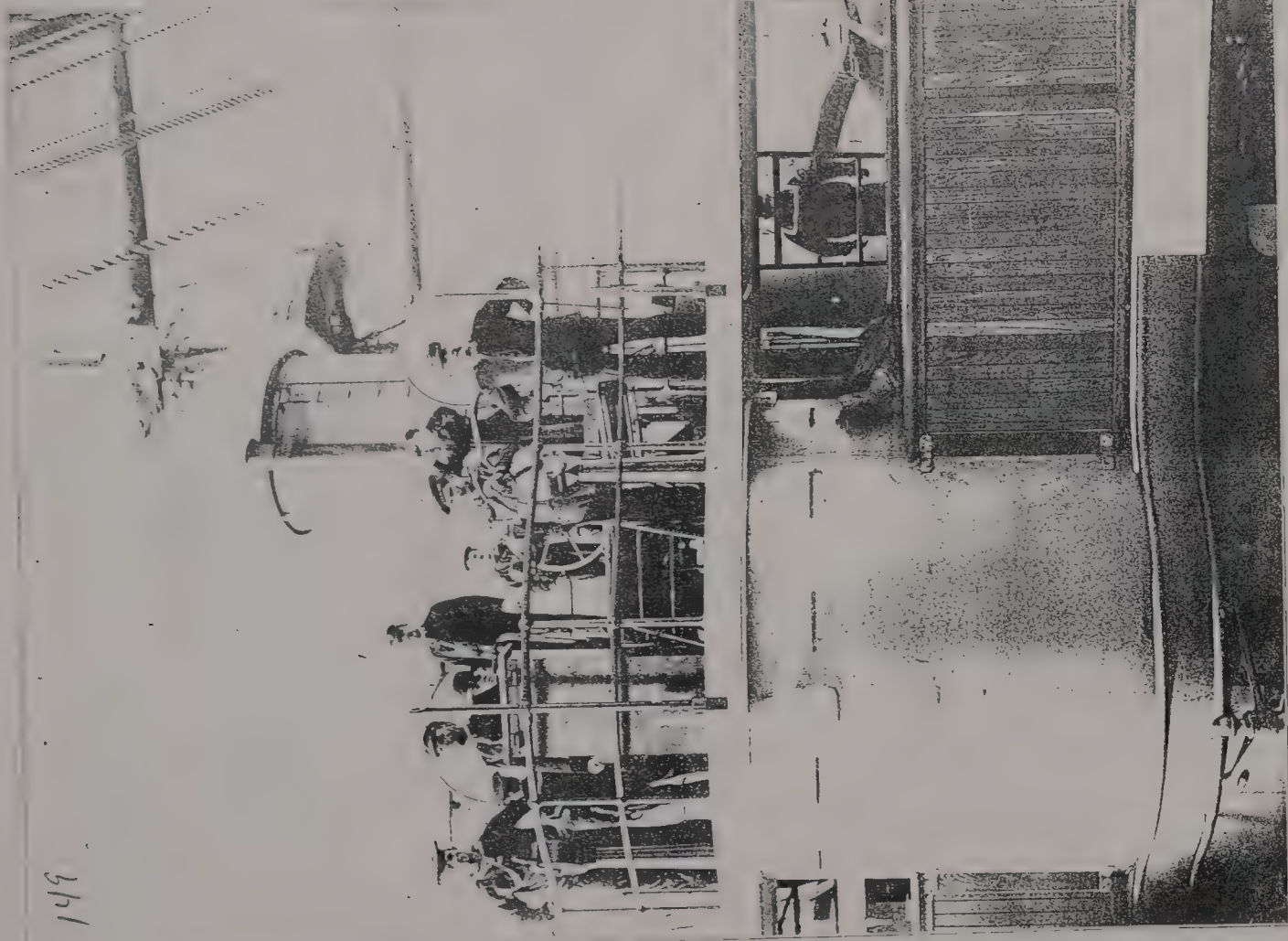


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**Y. M. C. A. IN CAMP.**--The Young Men's Christian Association work in the cities of the United States and all other English-speaking countries is widespread. The Y. M. C. A. societies, wherever established, are exceptionally praiseworthy. Their recognized power for good is great and continually growing. The latest and one of the wisest contributions to this country was the establishment of a working corps in connection with the army in the field. The plan in operation was to erect one or more large tents on the front lines, with secretaries in charge. It was their duty to establish and maintain friendly relations with the soldiers, conduct meetings, and do personal work for reading the current newspapers, magazines, and books, also for writing letters. The general idea was to make the soldier in service to feel that he was in a regimental canteen where he could be entertained, and where he would be infinitely more comfortable. The men were furnished with letter paper and General Miles approved the plan of work and issued special orders requiring commanders to extend every courtesy to Y. M. C. A. representatives.





**ON THE BRIDGE AT SEA.**—Like the quince, stuck, in port, the bridge at sea is the centre of the ship's motion in all being the seat of the officer of the deck, who is the representative during his watch of the commanding officer, and responsible for the well-being, and welfare of the vessel. He is aided, except on very small vessels, by a junior officer of the watch, who is a boyed gentleman, efficient, and also a qualified messenger, a signal boy and a messenger, all of whom stay on the bridge with him, or near by, and he must have the bridge manned by the messenger. Throughout his watch, which is four hours long, except in the two two-hour long watches, he must be on his feet, keenly on the alert, conversing with no one except officially, and utterly regardless of weather. Whether it be a burning tropical sun at mid-day, or a howling winter's gale at midnight, he sticks to his post, knowing that upon his skill and fidelity depends the safety of a valuable fighting-machine and the hundreds of souls she carries.







#### FAREWELL TO THE SOLDIER BOYS!

Fourteenth New York Volunteers was one of the first regiments to reach the camp at Hempstead, L. I., and one of the first to popular place during the mobilization days early in the war, and crowds like that shown in the illustration were the rule of war. As many as 10,000 visitors have been counted at the camp in one day. The Fourteenth New York is finely equipped, Brother-General Grant, the son of the famous leader. Its field officers, that is, the colonel, lieutenant-colonel, majors, and captains, are as the army regulations require. Before the war it was not uncommon to see these officers on foot



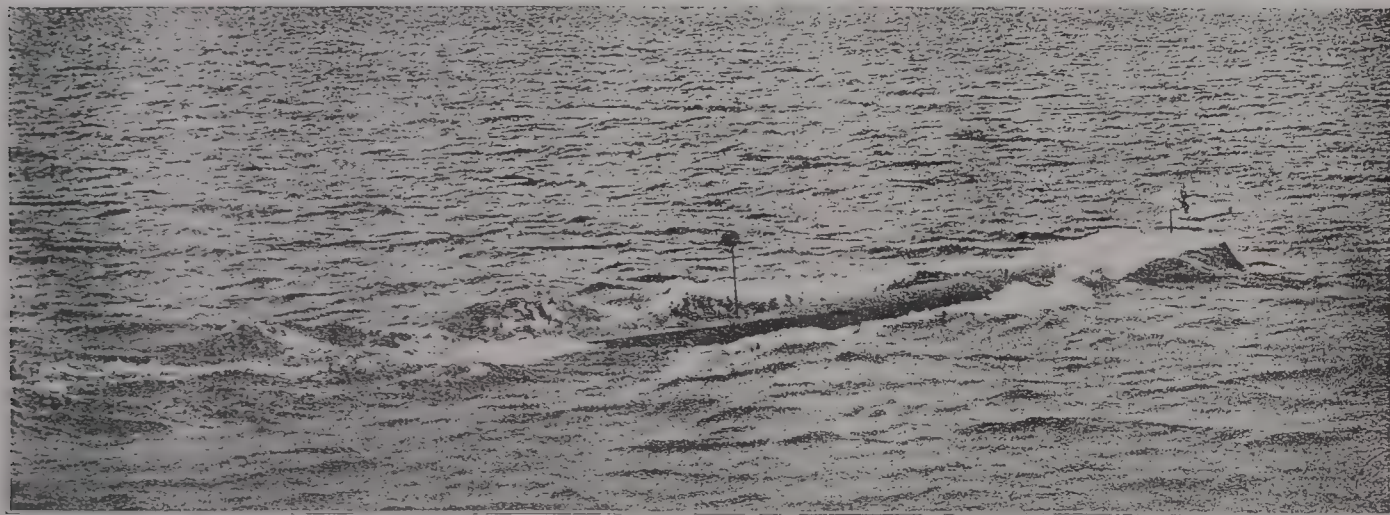


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HOW AN ARMY IS FED. —The condition of an army for fighting purposes materially depends largely on the resources and availability of the Commissariat Department. Soldier's food is a matter of life and death. The commissariat department is the backbone of the army. It is the responsibility of the commissariat department to see that the army is fed. The commissariat department is the backbone of the army. It is the responsibility of the commissariat department to see that the army is fed.





# TERRORS OF THE SEA.

In the war.

Now, all the principal ports on the eastern coast of the United States were planted with submarine mines, where operators out of an enemy's sight could blow them to pieces. But they were not laid out automatically as soon as a vessel strikes them, but even then the operator can render aid or give orders to the mines, channels, harbor-mouths, or wherever there was a mine. This torpedo is of the controllable type, that is, it is controlled entirely by the operator on shore, who is connected with it by a wire, paid out from a reel as high as twenty-five knots. The mine is exploded when the operator wishes.







RECRUITING IN THE STREETS. On May 20, 1917, recruiting volunteers began in New York City. There was

much enthusiasm. The crowd was so large that the police had to be called in to keep the crowd from blocking the street. The crowd was so large that the police had to be called in to keep the crowd from blocking the street. The crowd was so large that the police had to be called in to keep the crowd from blocking the street.

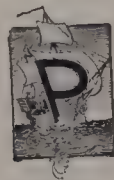






# PHOTOGRAPHIC HISTORY OF THE SPANISH-AMERICAN WAR

A PICTORIAL AND DESCRIPTIVE RECORD OF EVENTS ON LAND AND  
SEA WITH PORTRAITS AND BIOGRAPHIES OF LEADERS ON BOTH SIDES



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THE PEARSON PUBLISHING COMPANY

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# INTRODUCTION



THE Spanish-American War of 1898, even though it lasted for less than four months, must still be regarded as one of the most notable international conflicts the world has ever seen.

To begin with, it was a noble and righteous struggle, entered upon mainly through motives of humanity: for, while injury to trade may have afforded sufficient provocation, it must be remembered that it was the startling revelation of Spanish cruelty in Cuba which finally aroused the people, and through them the Congress of the United States, to declare for armed intervention.

There have been wars of conquest, of religion, of emancipation; wars to establish royal succession and to break down the threatening power of some aggressive nation or alliance of nations; yet, never before, so far as history records, has mankind been permitted to witness the gratifying spectacle of a great nation, impelled by humanitarian motives alone, expending millions of money, levying armies, augmenting and equipping an already powerful navy, and incurring all the tremendous risks and penalties of modern warfare, in order to discipline another great nation for her uncivilized and inhuman treatment of her own colonial flesh and blood. So much young America did in order to discipline old Spain; and even if the struggle had resulted in the defeat of our arms, every right-minded Christian citizen, of this and every other country, would still have said "Well done!"

Another feature, and one which argues well and strongly for the integrity and steadfastness of the Republic, was the very clear demonstration of the political fact that the plain people, when once they get at the truth of a national situation, go straight to the mark with a disregard of politics and diplomacy which savors of the highest wisdom and shows a courage little short of the sublime. Men past the prime of life, who heard the shot at Sumter and the immortal words of the generous Grant at Appomattox; who saw the South, sullen at first, finally stand forth in splendid regeneration; men who witnessed, during the last quarter of a century, the fierce rivalry of party and who, just prior to the beginning of the struggle with Spain, heard on every side hot recriminations exchanged between the peace party and the war party, were thrilled with patriotic pride to see the nation—the whole nation—North and South, the capitalist and the laborer, rally as one man around the President to hold up his hands and support him by word and deed, even with their very lives, in his righteous position.

War, even when looked upon with a patriotic eye, is deplorable to contemplate; yet, despite the wholly commendable efforts of the nations of Christendom in the direction of universal peace, the universal struggle still goes on. 'Tis many a day since some part or another of the smiling face of earth has not been darkened by the clouds of battle. Yesterday it was beneath the African equator; last year in the storied passes of Macedon; a little before, in the far Orient. That "war is a necessity" seems to be as much a truism as when Prussian Frederick, through seven memorable years, resisted with unequalled skill and dauntless spirit the combined attacks of continental Europe. But even that brilliant struggle was for self-preservation alone, and not to strike the shackles from another's wrists in obedience to the all but divine command that "All men should be free." We fought in Cuba, and in the distant Philippines, to enforce the principles of civilized warfare and lift the galling yoke of despotic Spain from the neck of a suffering people; and if to accomplish this wholly beneficent and humane purpose it had taken one year or five, and had cost fifty or five hundred millions, the war so bravely begun by us in the year of grace, Eighteen Hundred and Ninety-eight, would not have been fought in vain.

The record of a struggle so memorable is well worth preservation. It is but another link, perhaps the brightest, in the chain of glorious wars which have in many respects placed us in the forefront of the nations of the earth, and to patriotic Americans of every age and sex nothing can be more interesting, instructive, and inspiring than the study of these successive steps in our national progress. The means afforded for a survey of the Spanish-American War are, we believe, unequalled. This work presents by word and picture a moving panorama of every important event, and of such minor incidents of military life on land and sea, as will tend to impress the mind with war as it really is. This is alone rendered possible by the unerring record of the camera, which catches and preserves for all time those transitory scenes which "flit ere you can point their place." How well this work has been accomplished will more clearly appear from an inspection of these pages than from any description which could possibly be written. The labor of securing the views from the four quarters of the earth involved the services of a special corps of trained artists in both hemispheres, and the Government archives at Washington also contributed largely to the result. The literary portions of the work have been carefully verified from official records as to facts and figures. These photographs, with their accompanying descriptions, therefore constitute a moving panorama of the conflict as though, with ear to telephone, one watched the struggle from some distant height; and the record thus preserved of a truly glorious war will prove, to both participants and onlookers and those who come after them, a most fitting, beautiful, and enduring memento for personal possession and study.

THE PUBLISHERS.

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# HISTORY OF THE WAR.

It is a far cry back to the primal causes of our war with Spain. From Cortez in Mexico and Pizarro in Peru to Miles in Porto Rico and Dewey in the Philippines, we pass down a vista of nearly four centuries; and on each side of this long avenue of years the historical observer will note the Spanish flag flying over cities seized by treachery and countries ruled by cruelty and oppression. History holds few sadder pages than those which tell of the undoing by the crafty Cortez of Montezuma and Guatemozin, the last of the Aztecs, and of the perfidious betrayal by Pizarro of Atahualpa and Huascar, last of the Incas; yet deeds none the less traitorous and cruel have "macadamized with bones and wet with blood" the path of Spain not only through Mexico and Peru, but through Bolivia, Chile, Ecuador, Venezuela, Colombia, Cuba, Porto Rico, and the Philippines.

The first quarter of the present century, however, saw her South American possessions, one by one, successfully fighting their way to independence; and the year 1898 brought a bitter day of reckoning in the islands of the West Indies and the East, until now Spain stands stripped of almost the very last of those rich colonial holdings which during ten generations of men had continued to pour into her lap "barbaric spoil and gold."

On many accounts it was unfortunate that Cuba did not shake off European domination in the early period of this century when the Spanish-speaking provinces on the American mainland secured their independence. Cuba's Loyalty to Spain. Spain's forces and energies were then divided, and the "Pearl of the Antilles" might easily have slipped from the Spanish diadem. But her loyalty at that time, and for half a century after, was unquestioned, and earned for her the title of "The Ever-faithful Isle." This steady and faithful devotion to the mother-country, however, was half-forgotten during the Ten Years' War, and entirely obliterated during the uprising of 1895. The bitterest hatred took its place.

The immediate cause which brought about the war between Spain and the United States was this struggle of the Cuban patriots for independence, which may be termed the second war of liberation. It began in February, 1895, and was the legitimate outcome of the Ten Years' War, extending from 1868 to 1878, and terminating in the Peace of Zanjón. Although the Cubans were almost worn out by this protracted struggle, Spain herself was also heartily tired of the conflict, which had compelled her to send something like 140,000 men to the island, of whom the majority never again saw their native land.

The Cubans, however, could still have continued the war, and would have done so but for the effective diplomacy of General Martínez Campos, whose promises of reform, made by him in good faith to the insurgents and confirmed by solemn treaty, were speciously evaded by Spain. It was the oft-repeated story

of misrule. Material and governmental reforms of all sorts were agreed to, but they were not forthcoming. Clearly it was never intended that Cuba should enjoy the advantages and blessings of a civilized state. The rich island was neglected, was not even opened up by railroads or by good wagon-roads, a state of affairs for which the Spanish authorities were alone responsible.

The motive for keeping the country undeveloped was the fear lest Cuban progress might lead to independence. This policy of course, proved fallacious in the long run. Great Britain holds her chief colonies through the liberty she bestows upon them, and also through her wise and bountiful promotion of their material development in all respects. If Cuba had been provided with railroads and wagon-roads, and had been developed in other directions, the military problem of suppressing revolts would have been a comparatively simple one. But it was precisely because the island was thus undeveloped that mere handfuls of insurgents, untrained and ill-equipped with weapons, could defy many regiments of the best Spanish troops. The revolutionists have therefore always been able to carry on operations in large districts of country where it was next to impossible to transport and sustain a regular army. Thus did Spain's short-sighted and selfish policy recoil upon her own head.

What has been said regarding internal improvements applies with equal force to every department of the colonial government. "For Spain and the Spaniards, everything; for Cuba and the Cubans, nothing," was the unvarying rule until the situation again became unbearable, and the uprising of 1895 was the result.

If in this struggle we perceive the same arbitrary and devious methods which have caused Spain all her trouble, we also see the same stalwart figures which were conspicuous in the Ten Years' War. The cause had the same champions: the patriotic José Martí; the intrepid brothers Maceo; the sagacious Calixto García, upon whom the iron hand of Spain had fallen more heavily than upon almost any other, and, last of all, the veteran Máximo Gómez. At this time Spain was at peace with all the world, and in a position to devote her energies to the pacification of the island.

It was therefore thought, at the outset, that the task before her was comparatively light, and that the insurrection would be stamped out before the flames had spread. It was also thought that the insurgents were so lacking in resources and effective organization that they could be subdued with little difficulty. Still, Spain had learned in the past that a Cuban insurrection was by no means a trivial affair, and that sharp and decisive action both from a diplomatic and a military standpoint was absolutely

necessary, or at least advisable. To carry out a policy of conciliation or coercion, as the case might require, the man for the occasion seemed to be General Martinez Campos, who had been the Spanish hero of the Ten Years' War. He was accordingly appointed Captain-General, with large supplies of

**Campos** men and money, and with absolute authority. But the uprising **made Captain-General.** was not quelled; and after a few months the rainy season came on, and active operations were practically suspended: deadly climatic conditions telling with fearful effect upon the unacclimated Spanish troops in the coast towns, while the native Cubans were safe in the healthful hill-country of the interior. The centre of rebellion had been for the most part in the eastern province of Santiago. Havana was not involved, and the Spanish authorities, while straining every nerve to disperse the rebels, also did everything in their power to suppress the news and to make light of the insurrection; while the Cubans, in their turn, were quick to magnify every trifling skirmish into an important victory. But after the beginning of the next campaign, the war still languished, and the home Government was nettled at the non-success of General Campos' operations. His enemies in Spain were also active, and he was openly charged with undue leniency toward the rebels, against whom public feeling had grown most bitter. A change in the conduct of affairs in the island was deemed necessary.

**Weyler succeeds Campos.** Campos was finally recalled, and General Weyler, with a well-earned reputation for harshness and severity, was appointed in his place. The latter arrived at Havana in February, 1896, was received with acclamation, and immediately set about preparations for vigorous action against the rebels wherever they could be found. Among other acts, he issued, a little later, his famous edict of reconcentration which compelled dwellers in the country to come into the fortified towns. **The Re-concentrados.** Here they were obliged to live in crowded quarters and upon the scantiest fare. As a consequence, the death-rate began to increase; and after a time it was reported that these poor reconcentrados were dying by hundreds and even thousands, which was hardly believed until verified by the reports of commissions composed of men of high reputation sent to Cuba to ascertain the real facts.

Meanwhile, the patience of the American people was being sorely tried. On the one side, there was widespread popular sympathy for the starving Cubans; and on the other, a sober desire to uphold the Government at Washington in its position of neutrality, and to deprecate any action which might properly be construed by Spain into a breach of treaty rights. Thus matters stood at the close of the Cleveland administration, and when President McKinley took his seat, in March, 1897, he immediately made every endeavor to ameliorate the condition of affairs in Cuba by tendering the friendly offices of the United States as a mediator between Spain and her rebellious colony. But Spain was stubborn.

Although the Weyler administration had accomplished practically nothing

toward pacifying the island, and although the insurgents were so active and aggressive as to foreshadow strong hopes of their ultimate success, the Government at Madrid would listen to no mediation or compromise except upon the condition that the revolutionists first lay down their arms. This proposition the rebel leaders scorned. Strong efforts in the direction of peace were also made by Great Britain and France, both of these nations being large holders of Spanish bonds, which depreciated with every Cuban success and with every rumor of armed intervention by the United States. But Spain was still obdurate, and openly accused the Government at Washington of aiding the rebels by allowing filibustering expeditions to be fitted out in Atlantic ports and clear for Cuba; whereas the Government, as a matter of fact, had exerted extreme efforts, and was under constant expense in patrolling the coasts to prevent the Cubans from using our territory as a base for carrying on the war.

**The Revolt Gains Headway.** And so the struggle dragged its slow length along. Gomez was having practically his own way in the East; Garcia had landed in the West, while dashing guerrilla leaders were carrying the war even to the suburbs of Havana. Weyler established a *trocha*, or line of fortifications, across the island, to keep the rebels from joining forces; but the sprightly Cuban troopers seemed to cross this barrier as it were for exercise, while their real successes against the Spanish were by no means infrequent. Weyler was exasperated; he announced that he would take the field in person. Marching forth with much *éclat*, he failed ignominiously to come in contact with the enemy, and so marched back again. They were, however, at his heels. He sallied forth once more, and they were gone. But he did manage to find Cubans who were old and could not escape. He could find women and children of the hated rebel stock; and on all these he proceeded to pour out the vials of his wrath in a manner to more than justify his sanguinary reputation of "the Butcher."

It had before this become evident to the Government at Madrid that something must be done to quiet the people of the United States with reference to the state of affairs in Cuba, and a scheme of autonomy for the island had been outlined by the Spanish ministry. Early in February, however, an incident occurred which clearly proved that autonomy was not seriously considered, but was put forward merely to gain time for war preparations.

**The De Lome Letter.** This incident was the publication of a letter from Señor Dupuy De Lome, the Spanish minister at Washington, to Señor Canalejas, a diplomat who had visited America in the interest of the Sagasta ministry, and had then gone to Havana. This letter was secured in some way by the Cubans, and published in facsimile by the New York *Journal*. It not only spoke in a highly disrespectful way of President McKinley, but gave strong evidence that the much-boasted plan of autonomy was merely a blind, and was never intended to be carried out. De Lome, who at first denied the letter, soon practically admitted it by cabling his resignation to Madrid, and this being accepted, Señor Luis Polo y Bernabe was appointed to fill the



vacancy. The Spanish Government failed, however, to disavow or even explain the matter, a fact which still further aroused the indignation of the people of the United States.

**Destruction of the "Maine."** On February 15 an event happened which inexpressibly shocked the nation, and came near forcing an immediate declaration of war. The battleship *Maine*, commanded by Capt. Charles D. Sigsbee, had been sent on a friendly mission to Havana; and some days after her arrival, while peacefully swinging at anchor, she was blown up and sunk, two hundred and sixty-six sailors and officers going down with her; Lieutenant Blandin, who afterward died from the effects of the explosion, making two hundred and sixty-seven. On hearing the news of this overwhelming disaster, the cause of which was unknown, the authorities at Washington immediately ordered an investigation, entreating the people however to withhold their decision until the commissioners appointed had brought in a report. After several weeks this report was sent to Washington, and while it found that the vessel had been destroyed by a submarine mine, the responsibility for the explosion was not fixed. Nevertheless, the Spanish authorities, who alone controlled the mines in the harbor, were indirectly implicated, and the temper of the American public, long held in check, was at fever heat. This condition, indeed, could hardly have been otherwise, since the extraordinary power of the public press was brought to bear upon the situation and upon the legislators at Washington, urging immediate and decisive action; and by way of preparation the large sum of \$50,000,000 was placed at the disposal of the President on March 8, to be expended at his discretion for the purpose of placing the nation on a war footing.

Mr. McKinley and his advisers, though earnestly desiring peace, finally saw that definite action could be no longer deferred. On April 11, 1898, the Chief Executive issued his famous message, in which he described in detail the intolerable situation in Cuba, recounting the efforts made to end the war by pacific means, and finally ascribing the following reasons of the Government for considering the question of armed intervention:

"First. In the cause of humanity and to put an end to the barbarities, bloodshed, starvation, and horrible miseries now existing in Cuba, and which the parties to the conflict are either unable to or unwilling to stop or mitigate. It is no answer to say this is all in another country, belonging to another nation, and is therefore none of our business. It is specially our duty, for it is right at our doors.

"Second. We owe it to our citizens in Cuba to afford them that protection and indemnity for life and property which no government there can or will afford, and to that end terminate the conditions that deprive them of legal protection.

"Third. The right to intervention may be justified by the very serious injury to the commerce, trade, and business of our people, and by the wanton destruction of property and devastation of the island.

"Fourth. The present condition of affairs in Cuba is a menace to our peace, and entails upon this Government an enormous expense. With such a conflict waged for years in an island so near us, and with which our people have such trade and business relations; where the lives and liberty of our citizens are in such constant danger, and their property destroyed and themselves ruined; where our trading-vessels are liable to seizure, and are seized at our very door by warships of a foreign nation; the expeditions of filibustering which we are powerless to prevent, and the irritating questions and entanglements thus arising—all these, and others that I need not mention, with the resultant strained relations, are a constant menace to our peace, and compel us to keep on a semi-war footing with a nation with which we are at peace."

In this connection the President referred to the destruction of the *Maine* as a "potent and impressive proof of a state of things in Cuba that was intolerable," and added the declaration that "in the name of humanity, in the name of civilization, in behalf of endangered American interests, which give us the right to speak and to act, the war in Cuba must stop." He then asked "to be empowered by Congress to take measures to secure a full and final termination of the hostilities between the Government of Spain and the people of Cuba, and to secure in the island a stable government, insuring the security of its citizens as well as our own, and to use the military and naval forces of the United States as far as necessary for this purpose."

Congress was quick to respond to the President's request, and, as before stated, a bill was at once introduced, authorizing an appropriation of \$50,000,000, to be expended at his discretion in war preparations. This bill was passed by both House and Senate without a dissenting vote, and commissioners were at once sent abroad to examine ships offered for sale, and to inspect others in the course of construction. The greatest activity prevailed in the War and Navy Departments; at the same time every effort was still made to relieve the situation without resort to arms.

The ambassadors of six European nations made representation to the President in the direction of peace; and to these Mr. McKinley replied with expressions in appreciation of their kind offices, but also begged that equal appreciation be shown to "our Government for its own earnest and unselfish endeavors to fulfil a duty to humanity by ending a situation, the indefinite prolongation of which would become intolerable." Efforts toward peace were also made by the Spanish residents of Cuba in the form of an address to the insurgents, asking them to lay down their arms and join hands for the betterment of their common country; but the latter were steadfast in their determination to achieve absolute independence. Then came a most pacific proposition from the Pope to act as mediator; an overture, however, which was declined by our Government. Strong pressure from the European powers was also again brought to bear on Spain; but all to no purpose, since she was not willing to concede the independence



of Cuba, which was, at that time, practically the only point in controversy. Finally, the President and his most conservative advisers, who had persistently labored to avoid war, were forced to abandon all hope of a peaceful solution of the problem which confronted the nation.

This, indeed, must have been the view of the case taken by the administration, since, on April 15, orders were issued to concentrate nearly all of the regular army of the United States at the Gulf ports of New Orleans, Mobile, and Tampa, and at Chickamauga Park. The Government chartered the *St. Louis*, *St. Paul*, *Paris*, and *New York*, of the American line, and the Navy Department ordered the purchase of the steamships *Yorktown* and *Juniata*; Commodore Howell was placed in command of the North Atlantic patrol fleet, consisting of the *Yosemite*, *Prairie*, *Yankee*, and *Dixie*. The army officials called for bids for moving troops to the South, and the latter were soon on their way to the points of mobilization on the Gulf and at Chickamauga.

The message to Congress before referred to was sent to that body on April 11. After due deliberation, a joint resolution was passed on the 19th of the month, authorizing the President to intervene to end the war, and to demand that Spain at once withdraw her land and naval forces from Cuba and Cuban waters. This resolution was signed by the President on April 20, and an ultimatum was at once sent to Spain, demanding the withdrawal of her land and naval forces, and requiring an answer before noon of April 23.

The Spanish minister at Washington, Señor Polo y Bernabe, demanded and was given his passports, and at once left for Canada, where he established a bureau of information for his Government. He was, however, soon requested by the Canadian authorities to depart. United States Minister Stewart L. Woodford at Madrid was also handed his passports, and went to Paris. These were the final steps preparatory to beginning hostilities, which, in fact, were not long delayed.

On the morning of April 22, at 5:45 o'clock, the entire North Atlantic squadron, with the exception of the monitors *Terror* and *Puritan* and a few of the smaller vessels, sailed from Key West to blockade the city of Havana. It was a noble sight to witness the mighty war-vessels of the United States respond to the signals of Admiral Sampson's flagship *New York* and sail away southward. The flagship was flanked on either side by the battleships *Iowa* and *Indiana*, followed at proper intervals by the cruisers *Cincinnati*, *Detroit*, and *Nashville*, the gunboats *Wilmington*, *Machias*, *Castine*, and *Newport*, the monitor *Amphitrite*, the lighthouse-tender *Mangrove*, the converted yacht *Mayflower*, and the torpedo-boat *Foote*. Within less than two hours from the start, the first gun of the war was fired. A Spanish ship was sighted; the *Nashville* swung out from the line and gave chase. When about half a mile from the quarry the cruiser sent a shot across the Spaniard's bow, but without apparent effect. After a few minutes another was sent within a few

yards of the nose of the escaping steamship, which quickly hove to, and proved to be the *Buena Ventura*, plying between New York and Havana. A prize crew was put on board the steamer, and she was taken to Key West—the first prize of the war. Other captures, however, quickly followed; but none so remarkable as the exploit of the lighthouse-tender *Mangrove*, which overhauled and captured the big transatlantic steamer *Panama*, which was also a Spanish auxiliary cruiser and carried two twelve-pounders. The little *Mangrove* ran boldly to within hailing distance, and after firing three times across the Spaniard's bow, threatened to sink her unless she surrendered, which the captain quickly did—partially, no doubt, because he saw the big *Indiana* looming up in the distance. The *Panama* was taken safely to Key West by the *Mangrove*, and proved the most valuable merchant vessel captured during the war.

Before following the fortunes of our fleet in Cuban waters, on the Atlantic and Pacific seaboard, and at the other side of the world, it is best to present a comparative estimate of the naval strength of the two sovereign States about to engage in war. At the outset it may be said that the United States had reason to sincerely congratulate herself upon her naval equipment at the beginning of the struggle; all the more so when it is considered that for many years after the Civil War practically nothing was done to keep our navy up to even a respectable degree of efficiency. In 1881, when Secretary William H. Hunt appointed an advisory board to determine the composition of a fleet which the national policy required, the total number of vessels available for cruising was only thirty-seven. Only one of these, the *Tennessee*, was then considered first class, and she was of but fourteen hundred and eighty tons displacement. Of all these, only four had iron hulls; the rest were of wood, and useless for purposes of warfare. We were practically without a navy, and it is well for the nation to-day that far-seeing statesmen looking beyond the present not only realized the possibility of a future need for sea power, but foresaw that without it the United States could not hope to hold her own in the struggle for supremacy. Beginning with Hunt, the names of Chandler, Whitney, Tracy, will never be forgotten in connection with their intelligent, patriotic, and successful efforts to place Columbia on a naval footing in some degree commensurate with her importance among the sovereign states of the world. It was a long, hard, tedious task, involving a tremendous amount of detail and the gravest responsibilities; it was begun in the face of serious and continuous opposition from many quarters; but all the labor and the difficulty may well be forgotten when we contemplate the magnificent results. To name the vessels in the order of their construction is to mention household words upon which every American dwells with patriotic pride. First there were completed the *Puritan*, *Amphitrite*, and *Terror* at Philadelphia, and the *Monadnock* at San Francisco. Then came the smaller cruisers *Atlanta* and *Boston* and the despatch-

A  
Rich Prize.

Our  
Sea Strength.

The  
Old Navy.

The  
New Navy.

The War  
Begins.

The First  
Shot.

boat *Dolphin*, launched in 1884; in the following year the *Chicago*; and a littel afterward the monitor *Miantonomah*. The dynamite-cruiser *Vesuvius* was launched in 1888; the protected cruiser *Newark* in 1890; and in the following year the splendid cruiser *New York* and the monitor *Monterey* left the ways. The year 1892 will be forever memorable in American naval annals, since it witnessed the launching of the battleship *Texas*, the protected cruisers *Olympia*, *Columbia*, *Raleigh*, and *Cincinnati*, the unprotected cruiser *Marblehead*, and the gunboats *Castine* and *Bancroft*. During this year we also built in our own works eighty-three big guns, while a remarkable advance was made in the development of armor. In 1893 the first-class battleships *Indiana*, *Massachusetts*, and *Oregon* were launched, also the swift cruiser *Minneapolis* and the ram *Katahdin*; while in 1895 the fine armored cruiser *Brooklyn* left the ways; and to cap the climax, in 1897 the monster battleship *Iowa* was added to the navy. Surely a formidable list for defence or aggression, especially when supplemented by other like the *Baltimore*, *Detroit*, and *Charleston*, by torpedo boats and destroyers, and by the auxiliary fleet composed of armed ocean steamships, converted yachts, and subsidized vessels.

Against this fleet, Spain had but one first-class battleship, the *Pelayo*, which saw no actual fighting during the war; and this may also be said of the reconstructed battleships the *Numancia* and *Vittoria*. As against our two armored cruisers, *New York* and *Brooklyn*, however, Spain had at least eight, among them such splendid ships as the *Cristobal Colon*, *Maria Teresa*, *Almirante Oquendo*, and *Viscaya*—all of which met their fate in that daring sea sortie from Santiago harbor on the morning of July 3, 1898. In protected cruisers like the *Columbia* and *Minneapolis*, the United States had a decided advantage; but in torpedo-boats and destroyers the balance was in favor of Spain. In smaller cruisers and gunboats the two forces were about equal. It was thought, and freely expressed, at the beginning of the war, that with skilful handling and accurate gunnery Spain might be able on more than one occasion to give a good account of herself at sea; while many of the European experts declared that Spain's navy was fully a match for ours; and not a few naval writers set down our ships and our sailors as decidedly inferior to the Spaniards—which derogatory statements, however, were not verified in a single instance from the outset to the end of the contest.

On the day that the North Atlantic squadron sailed for Havana the President issued an official declaration of the blockade of a number of Cuban ports, which Admiral Sampson at once proceeded to execute. War was not formally declared until April 26, upon which date the President transmitted to Congress the official correspondence with Spain, leading to the rupture of diplomatic relations. He also recommended the adoption of a declaration to the effect that a state of war existed and had existed since the 21st day of April, which was quickly done, and without a word

of dissent or debate. On April 23, a call was issued for 125,000 volunteers; and recruiting went on briskly not only at the armories of the National Guard, but in the streets of the large cities of the country.

In the mean time, Admiral Sampson had arrayed his squadron in a blockading-line off the entrance of Havana. His ships were repeatedly fired upon by the Spanish gunners at Morro Castle; but the distance was too great for effect, and the Americans did not reply. The first gun of the war sighted to kill was fired not against Havana, but at the forts guarding Matanzas harbor, several miles to the eastward. The flagship *New York*, the cruiser *Cincinnati*, and the monitor *Puritan* were making a reconnoissance on April 27, when the guns at the fort opened upon them at a distance of five miles. Sampson accepted the challenge, at once steamed in to within close range, and returned the fire with such effect that in eighteen minutes every Spanish gun was silenced. There were no casualties on the American side; but the loss of life among the Spaniards must have been considerable, as the last shot of the engagement—a big shell fired from one of the *Puritan's* twelve-inch guns—was seen to explode within one of the forts, and undoubtedly wrought great havoc. The admiral's object was to prevent the erection of a new fortification upon which the Spaniards were at work, and this was thoroughly accomplished. The American ships returned to their stations in the blockading-line; and in a day or two their operations were temporarily overshadowed by larger events, which had taken place on the other side of the world.

Prior to the declaration of war, Commodore George Dewey, commander of the Asiatic squadron, had been kept constantly advised of the situation; and when Sampson was speeding toward Havana, Dewey was lying at Mirs Bay, just north of Hong-Kong, with his bunkers filled with coal and steam up. It was well that he was thus prepared, for as soon as war was declared he was notified by the Chinese authorities to depart within forty-eight hours; and when he sailed forth on April 27, it should be borne in mind that an American port was half the world away, and there was no haven of refuge in Asiatic waters where he could shelter his fleet. He speedily took one from the enemy. His orders were to seek out the Spanish ships in Asiatic waters, and capture or destroy them. How well these instructions were carried out is here related. On the night of April 30, his squadron, consisting of the *Olympia*, flagship, the cruisers *Baltimore*, *Boston*, and *Raleigh*, the gunboats *Concord* and *Petrel*, the revenue-cutter *McCulloch*, and two transports, had reached

Subig Bay in the Philippines, north of Manila, where it was expected the enemy would be found. Not a Spanish ship was discovered, however, and Dewey gave orders for his vessels to clear for action and follow. The fleet slipped down the coast and past the headland, disclosing the forts protecting the entrance to Manila Bay. All lights were ordered out, and the squadron

Admiral  
Sampson  
Blockades  
Havana.

Our Asiatic  
Squadron.

Dewey at  
Manila.

Notice of  
Cuban  
Blockade.



steamed into the mined bay with men at quarters. The flagship was well past Corregidor, the principal fortification, when sparks from the *McCulloch's* funnel revealed to the enemy the presence of a passing ship. A big shot was fired, which went screaming over the squadron, and then another, which fell short. The *Raleigh*, *Boston*, and *Concord* replied, a shell from the latter apparently striking the inside battery, which fired no more. The fleet then slowed down, and the men were sent to sleep at their guns until daylight, at which time the squadron was within five miles of Manila, with the Spanish fleet lying under the powerful batteries of Cavite, the principal land defence of the city. The Spanish Admiral Montojo's flag was flying from the protected cruiser *Reina Cristina*, while lying at anchor near her were the cruisers *Castilla*, *Don Juan de Austria*, *Don Antonio de Ulloa*, *Isla de Cuba*, *Isla de Luzon*, *Velasco*, *Mindanao*, *General Lezo*, and some smaller craft, all of which speedily got under way, and so remained during most of the action. The American ships

**The Battle in  
the Bay.**

moved to the attack with colors flying, first passing in front of Manila itself, and provoking the fire from the powerful guns mounted on the shore promenade. But two shots were fired in reply, and those were from the *Concord*. Commodore Dewey at once saw that to engage these batteries would endanger the safety of the town. As his fleet swung majestically around and approached Cavite, two mines exploded but a short distance ahead of the flagship. If the Spaniards had been able to rightly estimate its position, these mines must have proved most destructive. Proceeding steadily onward, the vessels finally drew the fire of Cavite, which was heavy, but inaccurate, and no response was made. Finally, when within fifty-five hundred yards of the enemy's fleet, Commodore Dewey remarked quietly to the captain of the *Olympia*: "You may fire when ready, Gridley." Gridley

**The Fight  
Begins.**

was ready, and let go the starboard eight-inch gun in the forward turret. The *Baltimore* and *Boston* followed suit, firing in similar fashion, and the fight was on in earnest. The American fire was at first directed toward the flagship *Reina Cristina* and the *Castilla*. The Spaniards were in comparatively shallow water, and the American vessels, owing to their deep draft, were compelled to deflect from their course and run parallel to the enemy's line. This brought all the starboard batteries to bear, and the word was given, "Open with all guns." The broadsides were sent home as the American squadron passed along; and then the vessels turned and ran back on the outside of their elliptical course, bringing their heavy port guns into action. After having repeated this movement four times, the navigator of the *Olympia*, by working the lead, succeeded in taking his vessel to within two thousand yards of the Spaniards. The other ships followed; and as at this range the six-pounders were effective, the damage to the enemy was terrific.

At this stage of the engagement Commodore Dewey decided to draw off and give his men breakfast. This was accordingly done, and he remained out of range for about three hours, during which time the few wounded received

needed attention, and slight repairs were made to such ships as had been injured. No serious casualties had happened, however, and at eleven o'clock the ships all returned to close action, with the *Baltimore* in the position of honor. The little *Petrel*, by reason of her light draft, was enabled to approach within one thousand yards, placing within easy range every one of the Spanish ships. The fire from every vessel was so incessant and effective that it was only a short time till not a Spanish flag was afloat. Admiral Montojo's flagship was on fire, and he bravely entered a small boat and was rowed to the *Isla de Cuba*, upon which his pennant was soon hoisted. Not an American gun was trained upon him during this daring trip, which might otherwise have proved perilous. The last one of the Spanish ships to be abandoned was the *Don Antonio de Ulloa*, which lurched over and sank; and soon after the white flag on Cavite was run up in token of surrender. Dewey then anchored his fleet off Manila, and sent word to the Governor that if a shot was fired from the city he would lay it in ashes.

Thus was begun and ended in something like six hours one of the most important and decisive naval engagements in the world's history, greater indeed than might appear from Commodore Dewey's brief and simple official report, as follows:

**A Glorious  
Victory.**

"MANILA, May 1st.—The squadron arrived at Manila at daybreak this morning. Immediately engaged the enemy and destroyed the following Spanish vessels: *Reina Cristina*, *Castilla*, *Ulloa*, *Isla de Cuba*, *General Lezo*, *Del Ducro*, *Correo*, *Velasco*, *Mindanao*, *Don Juan de Austria*, *Isla de Luzon*, one transport, and the water battery at Cavite. The squadron is uninjured, and only a few men are slightly wounded. The only means of telegraphing is to the American consul at Hong-Kong. I shall communicate with him.

"DEWEY."

This report was supplemented by the following:

"CAVITE, May 4th.—I have taken possession of the naval station at Cavite on the Philippine Islands, and have destroyed its fortifications. Have destroyed the fortifications at bay entrance, paroling garrison. I control bay completely, and can take the city at any time. The squadron is in excellent health and spirits. Spanish loss not fully known, but very heavy. One hundred and fifty killed, including captain of *Reina Cristina*. I am assisting in protecting Spanish sick and wounded. Two hundred and fifty sick and wounded in hospital within our lines. Much excitement in Manila. Will protect foreign residents.

"DEWEY."

The moral effect of this victory was tremendous. In America it was of course hailed with patriotic outbursts; in critical Europe it was acknowledged to be a remarkable achievement; while the effect on Spain was in the nature of a crushing blow—so humiliating, indeed, that the news was gradually filtered out to the people, for fear of revolution should the full particulars of the defeat be at once made public. Dewey's companions in arms in American



waters were among the first to congratulate him. Here are two specimen despatches from the Flying Squadron:

"TO DEWEY:—The *Brooklyn*, which first flew your flag, glories in your victory.  
OFFICERS AND CREW."

"TO DEWEY:—The Flying Squadron says to the Asiatic Squadron, 'Bully boys!'  
SCHLEY."

The Government sent the following message:

"DEWEY, MANILA:—The President, in the name of the American people, thanks you and your officers and men for your splendid achievement and overwhelming victory. In recognition he has appointed you  
Congress Acting-Admiral, and will recommend a vote of thanks to you by  
Thanks Dewey. Congress.  
LONG."

The vote of thanks referred to was ordered on May 9, and on May 11 Acting-Admiral Dewey was made a Rear-Admiral.

One fact connected with Dewey's notable victory will always tinge the event with sadness. Capt. Charles V. Gridley, of the flagship *Olympia*, went on duty from a sick-bed, and after the action was sent to Hong-Kong on his way to America. He died at Hong-Kong, and his funeral was attended by all the notable foreigners in that great port.

The next engagement of the war was in Cuban waters. It seemed the very irony of fate that Dewey and his men should achieve so great a victory without the loss of a single life, while so soon after, in what  
The "Winslow" may properly be termed a trifling sea-skirmish, five Americans  
Affair. were killed. "The Affair of the *Winslow*," as it is popularly known, took place at Cardenas on May 11, 1898. Admiral Sampson, in carrying out his operations on the north Cuban coast, had left on blockade duty off Cardenas Bay the gunboats *Machias* and *Wilmington*, the torpedo-boat *Winslow*, and the converted revenue-cutter *Hudson*. It was ascertained that three Spanish gunboats were in the harbor, and it was decided to destroy them. The *Winslow*, *Hudson*, and *Wilmington* led the way; but the latter was stopped by shoal water. Commander Todd then ordered the two smaller vessels to proceed and attack the gunboats under cover of the *Wilmington's* guns. The extra-hazardous nature of this exploit may be realized when it is known that the Spaniards carried twelve-pounders, while the sides of the *Winslow* varied from three-sixteenths to one-quarter of an inch in thickness. Nothing daunted, however, Lieutenant Bernadou, in command of the *Winslow*, made a dash straight for the enemy, and was followed as rapidly as possible by the *Hudson*. All went well until the *Winslow* approached a number of red buoys, which were placed as if to mark the channel, but were evidently intended to

lure an approaching enemy into range of the guns on the pier.  
Good Spanish Such, at all events, was the result; and the second Spanish shot  
Gunnery. striking the little craft set her on fire. The next wounded Lieutenant Bernadou, another knocked out the steering-gear, and presently the star-

board engine was disabled. Up to this time, although ten shells had found a mark, Bernadou was the only man wounded. The *Hudson* was called upon to tow the *Winslow* out; but as the former was responding, a shell exploded over the heads of a group of men working under the direction of Ensign Worth Bagley. He and one other were instantly killed, and three more died within an hour. The *Hudson* succeeded in bringing the *Winslow* out, the casualties being 5 killed and 5 wounded out of a crew of 21. In the mean time the *Wilmington* had shot to pieces one of the Spanish gunboats, which had been the object of attack, and had silenced every gun along-shore, including the particular battery which had so quickly done the mischief.

On the very same day of the disaster to the men of the *Winslow*, another daring exploit took place at Cienfuegos, off the south coast of Cuba. It was desired to isolate Havana from the outer world by cutting the cables which landed at Cienfuegos. The *Marblehead*, *Nashville*, and *Windom* were detailed to do the work. At daylight the three war-vessels were in position a short distance off the shore, which was lined with Spanish troops. However, Lieutenant Winslow, of the *Nashville*, with two boats, pulled away to accomplish their object. The anchor was thrown over, and the grappling began. Just as the cable was lifted, a volley from the shore was poured into the boats. The war-vessels promptly answered, and with some effect. Then came a pause which was fatal, for another volley from shore killed two men and wounded six others. But the work had been done; the cables were severed; and after three hours of perilous work, the men who had so boldly risked their lives were taken aboard the ships.

On the following day members of the First United States Infantry made a landing through the surf at Port Cabañas, on the northern coast of Cuba, with supplies for the insurgents. The latter did not meet them, however, as was expected; and after a sharp skirmish with the Spaniards—the first land fight of the war—our troops withdrew to the boats, and the object of the expedition was not accomplished.

On May 12, Admiral Sampson bombarded San Juan, Porto Rico, thinking Cervera might be within the harbor, and hoping to draw him out. The cannonading was heavy, and did much damage to the fortifications. San Juan, in fact, lay at the admiral's mercy. It was not taken because at that time it would have proved a burden: all the fleet was needed for the wild chase after the elusive fleet of Spain.

On April 29, at the time Dewey was steaming southward toward Manila, the Spanish squadron which had been so long stationed at St. Vincent, Cape Verde Islands, sailed away to the westward under the command of Admiral Cervera. There was much conjecture as to its destination. Many thought the admiral would hardly dare approach the American coast because of the presence at Hampton Roads of Commodore Schley's formidable Flying Squadron. Dewey held the Spaniards safe in the

First Officer  
Killed in  
the War.

Daring Exploit  
at Cienfuegos.

Skirmish at  
Port Cabañas.

San Juan Bom-  
barded.

Enemy's Fleet  
Comes Over.

Pacific; but there was much anxiety for the Atlantic seaboard, for days passed and Cervera was not heard of at Cadiz, where he might have gone, nor at any other port across the ocean. Admiral Sampson was cruising off Porto Rico to intercept him, and Schley always had steam up ready to sail at a moment's notice. Officials at Washington were much concerned regarding the situation, and a feeling of great relief was experienced when it was announced that the Spanish admiral had touched at Martinique. Schley put to sea immediately, and

**Schley's Fly-  
ing Squadron  
Sails.**

quickly ploughed his way into Cuban waters. Cervera, however, was still evasive, and was next heard from at the old Dutch town of Curaçoa, off the coast of Venezuela. His destination from that port was entirely in doubt, and the American squadrons were kept unpleasantly on the alert until advice came by way of Madrid that Cervera and his ships had safely reached Santiago de Cuba. It was not long before Schley with the

**Cervera  
Bottled Up.**

Flying Squadron was in his wake; and some days later Admiral Sampson joined forces and took command of the combined fleet. In the mean time, several events of importance had happened, one of which was the resignation, on May 15, of the entire Spanish cabinet. On the same day a new military department of the Pacific, including the Philippines, had been created, and Gen. Wesley Merritt assigned to command. Volunteer troops were occupying Camp Thomas, Chickamauga Park, and were assembled at Hempstead, Long Island, at Peekskill, and other points, while the Government took steps for the enlistment of six regiments of yellow-fever immunes from the South.

Though the blockade of Santiago was now being maintained, it was uncertain whether all of Admiral Cervera's ships were in the harbor. In order to ascertain this point Lieut. Victor Blue, of the *Suwanee*, landed on the coast and made his way to a hill-top overlooking Santiago, from which eminence he could plainly see the enemy's ships. He covered about seventy miles through the Spanish lines, always at the risk of his life, since to have been captured would have meant death as a spy. The information he brought back led up to one of the most heroic incidents of the war, namely, the exploit of Naval

**The "Merri-  
mac" Exploit.**

Constructor Richard Pearson Hobson and his companions in running the collier *Merrimac* past the Spanish batteries, and sinking her to obstruct the narrow channel, thus preventing the squadron from coming out. This may seem a contingency not likely to have happened with a powerful array of war-vessels lying in an arc outside the harbor. It was not, however, at all impossible, or indeed unlikely, that Admiral Cervera, having coaled and provisioned his ships, would select some very dark, foggy, or stormy night, and with lights out and everything snug put to sea and elude his antagonist. He would then have been free to run into San Juan, Porto Rico, or even break through the blockading-line at Havana, thus materially relieving the Spanish situation and humiliating his adversaries. Consequently the closing of the harbor entrance meant much more than might at first be supposed; and it was evidently viewed in this light

by Admiral Sampson when the project was presented to him by Hobson, as they were on their way to Santiago. At all events, the attempt was decided upon, and soon put into execution. Before daylight on the morning of June 3, Lieutenant Hobson and six companions boarded the *Merrimac* and got under way. After starting, it was found that another daring spirit, having been denied permission to join the little band, had stowed himself away on the vessel, not to appear until it was too late to send him back. Eight men therefore shared in this forlorn hope, which set the whole world talking; and to these should be added Ensign Powell and his comrades, who went in a little launch right under the batteries, to pick up Hobson and his men in case they were alive after the collier had been blown up in the channel. Hobson,

**Hobson's Skill-  
ful Plan.**

who was a skilful naval engineer, had made the most elaborate preparations and the most careful calculations, so that nothing should miscarry. He had wires stretched from the big dynamite-cartridges in the forward part of the ship to the bridge, so that he could discharge them when the right spot in the channel was reached. His chief fear was that the enemy might sink the collier before she had proceeded far enough for his purpose. His plan was to steer her to the narrowest part, throw over an anchor, let her swing round with the tide until right athwart the channel, and then sink her. He went in under a storm of shot and shell from the Spanish batteries, vigorously replied to by Admiral Sampson. Yet the *Merrimac* bore on until the anchor was cast overboard and the dynamite exploded. Then she sank very nearly in the spot desired, an accident to the steering-gear interfering somewhat with the complete success of the plan. Hobson and his comrades escaped on an old catamaran which was on deck; but they were picked up by the Spanish, and taken to Admiral Cervera. So struck was the Spanish leader with their daring exploit that he treated them with great consideration, and at once sent his chief of staff, under a flag of truce, to apprise Admiral Sampson of their safety, and to assure him that they would be well treated, and exchanged at the earliest possible moment. Much anxiety was felt, however, when Captain-General Blanco refused to exchange Hobson and his men, because of their knowledge of the harbor and defences of Santiago. But when Shafter's army surrounded the city, and many Spanish had been taken prisoners, the exchange was finally arranged, the details being carried out by Col. John Jacob Astor, of General Shafter's staff. The exchange was made in front of the Spanish trenches, and Colonel Astor brought Hobson and his companions into the American lines. When they appeared, all discipline was for a time forgotten, and the enthusiasm of the soldiers was unbounded. As the eight heroes passed down the line, hundreds of hands were stretched out to them, hats were thrown into the air, while both volunteers and regulars shouted themselves hoarse. This scene was repeated in spirit but in true sailor fashion when the flagship *New York* was finally reached. The event was a happy home-coming for them all.

The Hobson incident created a most profound impression throughout the



world. Hobson was looked upon as a typical American naval officer, as a representative of many others who would gladly do like deeds of daring. The London *Spectator*, in speaking of the incident, said: "The exploit is of itself sufficient to indicate the certain result of the war. You cannot beat a nation whose officers and men are equally ready to perish in a forlorn hope, if only it may advance a national object."

Hobson soon after visited Washington, New York, and Boston on official business, and was the recipient of the most hearty congratulations and thanks from his fellow-countrymen. In New York he was called upon to preside at an entertainment for the benefit of the families of sailors and soldiers. In the presence of a very large audience he not only bore himself with the greatest modesty, but paid a most eloquent tribute to the American "jackey" and to his brother-in-arms, the American soldier.

While the scene of active events had been transferred from the Philippines to Cuba, Dewey was by no means forgotten. On May 21, the powerful monitor *Monterey* was ordered to Manila; and on the same day the cruiser *Charleston* sailed from Mare Island Navy-Yard for that city. Four days later the transports *City of Peking*, *City of Sydney*, and *Australia*, carrying about twenty-five hundred men, with a year's supplies and ammunition and naval stores for Dewey's fleet, also left San Francisco for the Philippines. About this time also, Admiral Camara left Cadiz, ostensibly for the Philippines; but he got no farther than Suez, when he was recalled to protect the Spanish coast from a threatened attack of a squadron to be sent across the Atlantic under Commodore Watson.

It was not to be supposed that the blockading squadron in front of Santiago would long delay before testing the strength of Morro Castle and La Socapa and the Estrella batteries guarding the harbor entrance. **Operations of Blockading Squadron.** Prior to Admiral Sampson's arrival, Commodore Schley cannonaded these forts, to locate the enemy's batteries and develop their strength. This action took place on May 31, and it was reported that Morro Castle had been destroyed. The guns may have been temporarily silenced, but they were evidently again brought into a state of effectiveness, for they were in shape to shell the *Merrimac* when Hobson took her in a few days later; and they also answered Sampson and Schley when both opened fire upon them on June 6. This bombardment was not, however, without one important result, for it was afterward learned that the Spanish cruiser *Reina Mercedes* was disabled and sunk by a shell from one of our ships.

The shore batteries, while unable to seriously injure the American vessels, still stood solemnly guarding the harbor entrance, an undoubted menace to any ship attempting to run past. Being in communication with Santiago by both land and water, it became evident they could not be permanently silenced unless approached from the land side and reduced by heavy siege-

guns or carried by storm. For this purpose no force was available. Captain McCalla, of the *Marblehead*, did, indeed, succeed in making a landing with six hundred marines at Guantanamo, a few miles from Santiago, after having reduced the fortifications. Besides this bombardment, the brick forts and earthworks at Caimanera received attention, on June 15, from the guns of the *Texas*, *Wilmington*, and *Suwanee*, and were completely demolished. All this was done to afford a landing-place for the army, and was really the first invasion of Cuba. After a sharp fight with the marines, who were aided by the guns of the *Marblehead*, the Spaniards were driven from the hills in the vicinity, a camp was pitched and fortified, and named Camp McCalla in honor of the fighting commander of the cruiser, who had led in the reduction of the fortifications. Here the first flag was hoisted by Lieut. Stephen W. Jenkins, of New York, who belonged to the collier *Aberanda*.

The marines were not allowed, however, to quietly hold the position, and the little force might soon have been compelled to withdraw without waiting longer for the army of invasion, had it not been for the Cubans, who came to the rescue in sufficient numbers to beat off the enemy and hold the camp. At this point, and in connection with the proposed invasion, it should be said that the insurgents were first fully apprised of the intentions of our Government through the brave exploit of Lieut. Andrew S. Rowan, who, at the risk of capture and death as a spy, was landed on the island, and, after a thrilling trip, reached General Gomez's camp and safely returned.

At this time every exertion was being made at Washington to hasten the start of the army, which had been long mobilizing at Southern camps, the point of embarkation being at Tampa.

To gain an idea of the forces available for this expedition it is necessary to revert to the work which had been done by the Government in this direction.

**Our Land Forces.** At the beginning of war preparations, the enlisted strength of the regular army was nearly 28,000 men, of which about one-half were cavalry and artillery, and the remainder infantry; but Congress soon thereafter passed a bill to increase this force to 61,000. These would, of course, be reinforced by the National Guard, which could be called upon in an emergency, numbering 112,069, of which 5,290 were cavalry, 4,906 artillery, and 101,873 infantry. The total number of citizens who could be called upon for military service was 10,139,753. In addition to these forces was the naval militia, with a total enlisted strength of about 5,000 officers and men, divided among 17 States.

**Spain's Army.** The total war strength of Spain was estimated to be 1,512,197, of which 64,314 were infantry, 14,314 cavalry, 11,605 artillery, besides a sanitary and administrative corps of 28,790; with about 100,000 troops in Cuba, 6,000 in Porto Rico, and 37,760 in the Philippines; the home reserve force numbered 160,000, and the second reserve was placed at



1,000,000. From all of which it appears that the United States was much superior in men, while in the matter of money there was actually no comparison between the two nations; Spain being bankrupt, the United States very rich.

A striking evidence of this fact was seen in the issue of \$200,000,000 which was needed for war purposes; it was all taken by the people in small amounts, no one of the large financial institutions being allowed to bid; besides this, a war revenue measure was passed, calculated to easily raise many millions of dollars.

On April 23, the President asked for 125,000 volunteers, and these were quickly furnished from the different States. A month later a second call was made for 75,000, which force was also forthcoming. The first

**Shafter's  
Army Sails.**

army mobilized for the invasion of Cuba numbered 15,300 men.

These were under the command of Maj.-Gen. William R. Shafter, of the regular army; and, having embarked at Tampa, left Key West on Monday, June 14, they arrived off Santiago, June 20. It was the intention to at once form a junction with Gen. Calixto Garcia's Cuban troops, and in pursuance of this plan a landing was effected and a council of war held by Generals Shafter and Garcia and Admiral Sampson, and thorough co-operation of all forces agreed upon. On Wednesday, June 22, under

**Shafter  
Meets Garcia.**

cover of the guns of the fleet, General Shafter effected a landing at Daiquiri, a short distance east of Santiago harbor, and on the 23d the advance was begun. The Spaniards had offered no opposition at the time of landing, preferring to await the American forces in the thick woods and inland jungle districts. Our troops advanced along the line of the railroad leading to Santiago. On the second day they were approaching the town of Sevilla, and when at La Quasina they came upon the enemy in force. Here was fought the first battle of the invasion. Our forces at this point numbered 924. They were under the command of Colonel Young, and comprised parts of the Twenty-third United States Infantry, of the First and Tenth United States Cavalry, and the First Volunteer Cavalry, commonly known as "Roosevelt's Rough Riders." The enemy numbered about 1,500 men, who had the advantage of position, and were also supplied with two machine-guns, doubtless taken from Admiral Cervera's ships. They had Mauser rifles and smokeless powder, and as they were carrying on the skirmish from the brush it was very difficult to locate them. Our men made the attack at daylight; although much outnumbered, and not as well armed or posted as the enemy, they succeeded in driving them back after a sharp fight. The victory, however, was dearly bought, for our losses were 16 killed and 52 wounded. Forty-two of these casualties were among the Rough Riders and 26 among the regulars. Capt. Allyn Capron and Serg. Hamilton Fish, Jr., of the Rough Riders, were among the killed. The men were buried where they fell, their graves being lined and covered with leaves and branches from the palm-trees through which they had so bravely fought and won the day. This engagement attracted much attention, and is known as the battle of Siboney, or La Quasina.

In proceeding from the coast, Cuban scouts were sent out, followed by small detachments of our own forces, supported by the main body. In this way the advance was slowly made for the first week, during which time our lines were gradually extended, until on July 1 they reached from the coast

**Santiago  
Invested.**

on the left, where General Wheeler was stationed around Santiago, and to the eastward of the city for about three miles, where a portion of the Cuban troops stood ready to cut off a retreat.

The troops were disposed as follows, according to Col. John A. Church: "The army of invasion comprised the Fifth Army Corps under Maj.-Gen. W. R.

**Invading  
Army in Detail.**

Shafter, and was composed of two divisions of infantry, two brigades of cavalry, and two brigades of light and four batteries of heavy artillery. General Lawton commanded the Second Division, operating on the right, where the capture of El Caney was his principal task, and had the brigades of General Chaffee, the Seventh, Twelfth, and Seventeenth Infantry; General Ludlow, Eighth and Twenty-second Infantry and Second Massachusetts Volunteers; and Colonel Miles, First, Fourth, and Twenty-fifth Infantry. In the centre, General Kent commanded the First Division, consisting of General Hawkins' brigade, the Sixth and Sixteenth Infantry, and Seventy-first New York Volunteers; Colonel Pearson's brigade, the Second, Tenth, and Twenty-first Infantry; and Colonel Wikoff's brigade, the Ninth, Thirteenth, and Twenty-fourth Infantry. General Wheeler's cavalry division contained two brigades—Colonel Sumner's, the Third, Sixth, and Ninth Cavalry; and Colonel Young's, the First and Tenth Cavalry and First Volunteer Cavalry. The cavalry operated at both the two principal points of attack, but fought dismounted, no horses having been shipped. At the end of the first day's fighting, General Kent was reinforced by General Bates with the Third and Twentieth Infantry, coming up from the coast. On the left, General Duffield engaged Aguadores with the Thirty-third and part of the Thirty-fourth Michigan, and a force of about two thousand Cubans. Grimes' and Best's batteries of artillery were with the centre, and Capron's and Parkhouse's were with General Lawton on the right. General Shafter, Gen. Joseph Wheeler, our old antagonist in the Civil War, and General Young were all too ill to be in the field, though General Wheeler did go out in an ambulance. Headquarters were at Sevilla."

In the attack which began on July 1, the whole line was involved. The sharpest conflicts took place at El Caney, a suburb of Santiago opposite our right, and at San Juan, an entrenched height opposite the centre. Both attacks were begun early in the morning, that on San Juan being opened by Grimes' battery. The cavalry, which was dismounted, advanced up the valley, supported by Hawkins' brigade. Our troops were all the while subjected to a galling fire from the long-range Mauser rifles served with smokeless powder, rendering it well-nigh impossible to locate the enemy. It was not until late in the afternoon that the troops were in a position to charge the fort, at which time short work was made

of the Spanish, who retreated in disorder toward Santiago, and San Juan was ours. The attack at El Caney was no less hotly contested, and our troops fought from a little after six in the morning until four in the afternoon before

**The Spanish  
Defences.**

General Lawton was enabled to take the village. The troops engaged were Capron's battery, which opened the fight; General Chaffee's brigade, comprising the Seventh, Twelfth, and Seventeenth Infantry; Colonel Miles' brigade, comprising the First, Fourth, and Twenty-fifth Infantry; and Ludlow's brigade, comprising the Eighth and Twenty-second Infantry, and the Sixth Massachusetts. The Spanish defences consisted of block-houses, of which there were very many all along the line; these were flanked by earthworks; and around all was stretched a network of barbed-wire fence. The latter was also placed in the level openings and cultivated fields, so as to check our men long enough for the deadly Mausers to do their work. Every point of attack, however, showed the weakness of the Spaniards at short range. When they could once be sighted by our men, and when they felt themselves discovered and in danger of a charge or a hand-to-hand encounter, they quickly broke and fled. Their guerrilla work and their execution with the Mauser rifle, however, could hardly have been more effective.

On the extreme left an attack was also made on Aguadores by General Duffield's brigade, and the Spanish position carried; yet these three successes were not sufficient to drive the enemy into Santiago. They retreated no farther than obliged to by the stubbornness of the American attack. On July 2 the fight was resumed, and with such success as to bring our troops

**Victory**

**All Along the  
Line.**

at evening within easy firing-distance of the city, and with heights in our possession from which to shell the place to submission immediately upon the arrival of artillery coming up from the rear. This was slow work, owing to the wretched state of the roads; and as the Spaniards thought General Shafter would hardly attempt an immediate assault, they rested on their arms, and for a time at least it seemed to them that Santiago was safe.

At this critical juncture, however, the Americans began a steady and determined advance upon the city. Meeting the challenge of the enemy, our troops forced them step by step toward the trenches immediately surrounding Santiago. This advance was made possible by the capture of El Caney and

**Closing in on  
Santiago.**

San Juan, commanding the city. These strategic points being now in the hands of our forces, it became evident to the Spanish generals that the capitulation or capture of the city was only a matter of a few days. Particulars regarding the situation were cabled to Madrid, and it was decided to instruct Cervera to make a bold dash out of the harbor, in the possible hope of saving one or more of his vessels from the surrender which was now seen to be inevitable upon the arrival of American reinforcements, especially of the artillery, which would not only be available in storming Morro, but also in destroying the fleet lying at anchor in the harbor.

Accordingly, Cervera was ordered to sally forth and attempt to run the

blockade. It was, indeed, a forlorn hope, for outside the harbor in a deadly crescent lay the flower of the United States navy, hardly the less formidable because the flagship *New York* was temporarily absent two leagues to the eastward, where Admiral Sampson had gone for a personal consultation with General Shafter.

At half-past nine on Sunday morning, July 3, while the crews of the American warships were at quarters for general inspection, the first one of the Spanish men-of-war was discovered rounding Cay Smith, an island lying near the harbor entrance. Reports are somewhat at variance as to which one of the American vessels first sighted the enemy; but Commodore Schley, of the *Brooklyn*, states in his official report that the *Iowa* was the first to give the alarm. A signal was flashed forth, which read: "The enemy is coming out," and a gun was fired to attract attention. The call to general quarters was immediately sounded on all the vessels, the engines were set in motion and the batteries made ready for firing.

The ships which formed the blockading squadron at the moment of the attempt of the Spanish to escape were the *Indiana*, *Oregon*, *Iowa*, *Texas*, and *Brooklyn*, extending in an arc about eight miles long, from eastward to westward in the order named. The *Oregon*, commanded by Captain Clark, had arrived on May 24 at Jupiter, Fla., after a run of fourteen thousand miles from San Francisco, at the risk of interception and capture by the Spanish Cape Verde fleet. She was in such perfect condition after this phenomenal trip as to have already taken her place in the line. The *Vixen* and the *Gloucester* were close in-shore, the former to the westward, and the latter to the eastward of the harbor entrance, while the torpedo-boat *Ericsson* was in company with the flagship. Against this formidable array Admiral Cervera's squadron steamed out at about ten knots an hour, but with constantly increasing speed. The *Infanta Maria Teresa*, flagship, was in the lead, followed at a distance of about eight hundred yards by the *Vizcaya*, *Cristobal Colon* and *Almirante Oquendo*. About twelve hundred yards after these came the torpedo-boat destroyer *Furor*, followed by the *Pluton*. With reference to the beginning of the engagement, Admiral Sampson, in his official report, says: "The signal was made simultaneously from several vessels, 'Enemy's ships escaping' and general quarters was sounded. The men cheered as they sprang to their guns, and fire was opened probably within eight minutes by the vessels whose guns commanded the entrance." Speaking further of his own part in the encounter, he says: "The *New York* turned about and steamed for the escaping fleet, flying the signal 'Close in toward harbor entrance and attack vessels,' and gradually increasing speed until toward the end of the chase it was making sixteen and one-half knots, and was rapidly closing on the *Cristobal Colon*. It was not at any time within the range of the heavy Spanish ships, and its only part in the firing was to receive the undivided fire from the forts in passing

**Cervera's  
Attempt to  
Escape.**

**Position  
of American  
Squadron.**

**How the Fight  
Began.**



the harbor entrance, and to fire a few shots at one of the destroyers, thought at the moment to be attempting to escape from the *Gloucester*."

Upon clearing the harbor the Spanish vessels turned to the westward in column, increasing their speed to the full power of their engines. This speed carried them rapidly by the blockading squadron; but in passing they were one and all subjected to a most destructive fire, which was at first hotly returned, until the terrible shower of projectiles from the American batteries drove many of the Spanish from their guns, and the chances of escape were positively cut off, except for the swift *Cristobal Colon*, which had drawn ahead, leading the chase. At this point the *Brooklyn* and the *Texas*, lying farthest to the westward, had a decided advantage, and immediately devoted their energies to the escaping *Colon*, leaving the other vessels to finish the crippled ships which were hugging the shore, in the vain hope of being able in some way to pass the deadly line. In less than half an hour after the engagement began, the *Oquendo* and the *Furor* were set on fire by shells, and were forced to run on the beach about six miles from the harbor entrance. The *Viscaya* and the *Colon*, perceiving the distress of their consorts, pressed on to the westward, all the time engaged in a running fight with the *Brooklyn*, *Texas*, *Iowa*, and *Oregon*, until 10:50 A.M., when it was observed that the *Viscaya* was on fire, and she shortly put her helm to port and ran aground near Asserradero, about fifteen miles westward of Santiago harbor. She was burning fore and aft, and during the night blew up with a terrible explosion. In the mean time the *Maria Teresa* had been set on fire and beached about eight miles west of the harbor, while the converted yacht *Gloucester* had so hotly engaged the torpedo-boat destroyer *Pluton* as to sink her in deep water; many of her crew, however, were rescued by the *Gloucester*, as the fight had brought the latter into close proximity to the *Pluton* when she went down. Thus in less than two hours after they emerged from the harbor, all but one of the six Spanish vessels either were destroyed or had struck to the Americans; while the *Brooklyn* and the *Oregon*, far to the westward, were gradually getting the range of the fleeing *Colon*. Captain Clark, of the *Oregon*, in his report to Admiral Sampson, said: "Only the *Cristobal Colon* was left, and for a time it seemed as if it might escape; but when we opened with our forward turret guns and the *Brooklyn* followed, the *Colon* began to edge in toward the coast, and its capture and destruction were assured. As it struck the beach the Spanish flag came down, and the *Brooklyn* signalled 'Cease firing,' following it with, 'Congratulations for the grand victory; thanks for your splendid assistance.'"

Spanish Ships  
on Fire.

The *Brooklyn* sent a boat to the *Colon*, and when the admiral came up with the *New York* and *Texas* and *Vixen*, it was taken possession of. A prize crew was put on board from this ship, under Lieutenant-Commander Cogswell, the executive officer; but before 11 P.M., the *Colon*, which had been filling in spite of all efforts to stop leaks, was abandoned, and just as the crew left it went over on its side. In this engagement

Last  
Spanish Ship  
Sinks.

there were more than 450 Spaniards killed and wounded, while 1,800 were taken prisoners, including Admiral Cervera and Captain Eulate, of the *Viscaya*, while the captain of the *Oquendo* committed suicide. The news of this great victory reached the United States on the Fourth of July, thus affording the people an additional reason for celebration.

On the same day that Cervera made his luckless attempt to get to sea, General Shafter had demanded the surrender of Santiago under pain of bombardment by noon of July 5, at the latest. Before this hour had come, General Toral, in command of the Spanish forces, asked for cable operators, so as to communicate with Madrid. This request was granted, and after some delay he offered to evacuate, provided he could do so with his men and arms.

General Shafter promptly refused; and the negotiations continued until July 11, when a bombardment was begun by the fleet, at a range of four and one-half miles, doing, however, little damage.

About this time General Miles arrived in Cuba; and after much negotiation terms of surrender were finally agreed upon with the following conditions:

1. That all hostilities between American and Spanish forces in this district absolutely and unequivocally cease.
2. That this capitulation includes all the forces and war material in said territory.
3. That the United States agrees, with as little delay as possible, to transport all the Spanish troops in said district to the Kingdom of Spain, the troops being embarked, as far as possible, at the port nearest the garrisons they now occupy.
4. That the officers of the Spanish army be permitted to retain their side arms, and both officers and private soldiers their personal property.
5. That the Spanish authorities agree to remove, or assist the American navy in removing, all mines or other obstructions to navigation now in the harbor of Santiago and its mouth.
6. That the commander of the Spanish forces deliver without delay a complete inventory of all arms and munitions of war of the Spanish forces in above-described district to the commander of the American forces; also a roster of said forces now in said district.
7. That the commander of the Spanish forces, in leaving said district, is authorized to carry with him all military archives and records pertaining to the Spanish army now in said district.
8. That all that portion of the Spanish forces known as volunteers, *movilizados*, and guerrillas who wish to remain in the island of Cuba are permitted to do so upon condition of delivering up their arms and taking a parole not to bear arms against the United States during the continuance of the present war between Spain and the United States.
9. That the Spanish forces will march out of Santiago de Cuba with honors of war, depositing their arms thereafter at a point mutually agreed upon to



await their disposition by the United States Government, it being understood that the United States commissioners will recommend that the Spanish soldier return to Spain with the arms he so bravely defended.

10. That the provisions of the foregoing instrument become operative immediately upon its being signed.

The agreement was entered into the 16th day of July, 1898, by commissioners acting under instructions from their respective commanding generals, and with the approbation of their respective governments.

On July 17, the American flag was raised over Santiago, and General Shafter sent the following despatch, the first of its kind to reach our Government from a foreign country in over fifty years:

"I have the honor to announce that the American flag has been this instant, twelve noon, hoisted over the house of the civil government in the city of Santiago. An immense concourse of people was present, a squadron of cavalry, and a regiment of infantry presenting arms and a band playing national airs. A light battery fired a salute of twenty-one guns.

"Perfect order is being maintained by the municipal government. The distress is very great, but there is little sickness in town and scarcely any yellow fever.

"A small gunboat and about two hundred seamen left by Cervera have surrendered to me. Obstructions are being removed from the mouth of the harbor.

"Upon coming into the city I discovered a perfect entanglement of defences. Fighting as the Spaniards did the first day, it would have cost five thousand lives to have taken it.

"Battalions of Spanish troops have been depositing arms since daylight in the armory, over which I have a guard. General Toral formally surrendered the plaza and all stores at 9 A.M."

This important capitulation was brought about with a total loss in killed, wounded, and missing of 1,593 men; and it was a matter of congratulation that our forces were not compelled to carry the town by assault, which must have resulted in the loss not only of hundreds of brave soldiers, but also of many innocent non-combatants.

The material fruits of the victory on land and sea were very great. We obtained possession of about one-tenth of the entire island of Cuba, with two excellent harbors, about 7,000 rifles, 600,000 cartridges, and many fine modern guns. The moral effect was not to be underestimated, since it demonstrated very forcibly to Spain that on land as well as on sea the American was not a foe to be dealt with lightly, the surrender of from 20,000 to 25,000 Spanish troops having been compelled in about twenty days from the hour the first infantry soldier set foot upon the island. This lesson doubtless went home to Madrid with telling force.

Another condition which no doubt tended strongly toward inclining the

Madrid Government to sue for peace, was the fact that a powerful squadron under Commodore John C. Watson was ready to sail for the coast of Spain.

This fleet was hastily organized to checkmate Admiral Camara, who started for the Philippines by way of Suez, but who was quickly recalled to protect Spain's home ports in the event of Watson's visit. Yet the stubborn

Sagasta made no sign, and General Miles at once began his preparations to invade Porto Rico. Haste was all the more necessary as typhoid and a mild form of yellow fever were beginning to appear in Santiago and vicinity. General Shafter was left at Santiago, over which Gen. Leonard Wood, of the "Rough Riders," was appointed military governor; and the commander-in-chief, as soon as his transports could be made ready, embarked with his troops. A landing was easily effected at Guanica, on the south side of the island, which was only a few miles west of Ponce, the next city in population and importance after Porto Rico, and from which a fine military road extended over the mountains to the capital, about eighty miles away. In connection with this expedition it should be said that General Miles was in possession of much valuable special information obtained by Captain (then Lieutenant) Whitney, of the artillery, who had previously made a daring trip through the island acquiring a knowledge of geographical and other matters the importance of which it would be impossible to over-estimate. The reception of General Miles' army by the residents of Guanica was in the nature of a surprise. The Spanish garrison withdrew on his approach, and the citizens came to meet him with American flags flying and singing national airs. The welcome was indeed effusive, as may be gleaned from the following official address:

#### **Invasion of Porto Rico.**

#### **A Triumphant March.**

"CITIZENS:—God, who rules the destinies of nations, has decreed that the Eagle of the North, coming from the waters of a land where liberty first sprang forth to life, should extend to us his protecting wings. Under his plumage, sweetly reposing, the Pearl of the Antilles, called Porto Rico, will remain from July 25th.

"The starry banner has floated gaily in the valleys of Guanica, the most beautiful port of this down-trodden land. This city was selected by General Miles as the place in which to officially plant his flag in the name of his Government, the United States of America. It is the ensign of grandeur and the guarantee of order, morality, and justice. Let us join together to strengthen, to support, and to further a great work. Let us clasp to our bosoms the great treasure which is generously offered to us while saluting with all our hearts the name of the great Washington.

"AUGUSTIN BARRENECHA, *Alcalde*.

"GUANICA, PORTO RICO, U. S. A., July 26th, 1898."

General Miles' progress toward San Juan continued to be a series of ovations, in so far as the civilians were concerned—a veritable merry war, which was interrupted now and then by a skirmish with the Spaniards, who made a stand here and there on their retreat toward San Juan.

Meanwhile portions of Admiral Sampson's fleet were blockading all the ports along the south coast of Cuba. The most important one of these was Manzanillo. Here the *Hist* and the *Hornet*, two of our converted yachts wrought fearful havoc among the Spanish gunboats and merchantmen, six wrecks of the former and three of the latter being strewn along the shore. Finally Commodore Lucien Young, of the *Hornet*, received the surrender of the port.

The attitude of the inhabitants of Porto Rico and the successful landing of our marines at Cape San Juan, on the extreme north coast of the island, still further convinced Spain of the hopelessness of her struggle; and on July 26, the long-looked-for peace overtures were made through M. Cambon, the French ambassador, at Washington.

The terms, as communicated to Spain, contemplated the immediate evacuation of Cuba, the cession of Porto Rico to the United States, the cession of one of the Ladrone Islands, and the appointment of a joint commission to decide upon the future disposition of the Philippines and other matters. It was the Philippines, indeed, that proved a difficult point in the proposition. Neither

the Cabinet, the public press, nor the people were of one mind regarding the proper course to be pursued. Admiral Dewey let slip none of the important advantages he had gained. He was, of course, not in a position to demand the surrender of Manila, as he had no troops with which to hold it. True, General Merritt, appointed military governor of the islands, had arrived with a large body of reinforcements, munitions of war, and supplies. Warships were also on the way, including the monitor *Monterey* and the cruiser *Charleston*, the latter on arrival announcing the bombardment and capture of Guahan, the largest of the Ladrone Islands. But the situation became complicated by reason of the attitude of the insurgents under General

Aguinaldo, who had been bravely fighting for their liberty long before Dewey's victory, and who with his aid and co-operation had since that time won important victories. His successes, it seems, had so puffed up the insurgent chief that he suddenly made a declaration of the independence of the islands, with himself as dictator. He may have been induced to take this course by the fact that, just previous to this time, the German Government, which was believed to regard the presence of our forces in the Philippines with small favor, had, under the pretence of protecting a few of its citizens at Manila, sent several warships to the vicinity.

It was freely thought in the United States that Aguinaldo had been led to believe that the landing of General Merritt's forces would put an end to his own aspirations for leadership, and possibly to the hopes of the natives for an independent government. If the Spaniards were to be supplanted by the Americans, were not the Filipinos merely exchanging masters? If the two States were to become joint rulers, would not Aguinaldo's own position be dubious, to say the least? He was not weak, but strong, having a large number of proved fighting troops, well armed. He was more than a match for all

the Spanish forces in the islands, and could give General Merritt and Admiral Dewey much trouble.

The disaffection of the insurgents was also shown during the night attack by the Spaniards on the American camp at Malate, July 31. The enemy, numbering 3,000 men, made several desperate charges, but at each assault were driven back. Finally, the Spanish centre broke, and the enemy retreated. Later, however, they re-formed

and again attacked, but were repulsed at each assault, and retreated into the bush, keeping up an incessant fire along the roads leading to Manila, over which they apparently expected the Americans to advance. During all this time the insurgents remained neutral. The Spanish loss was heavy, while the casualties on the American side were 11 killed and 37 wounded. In this night attack the American force engaged was only about 900, all of whom were volunteers, never before under fire, while the Spaniards were all

veterans, and numbered fully 3,000. All this was indicated in dispatches to Washington from our commanders, and many people thought we were voluntarily saddling ourselves with a great burden in attempting to maintain our position in the distant islands, and establish a satisfactory government for its half-civilized inhabitants.

On the other hand, there were larger and more unselfish views which found expression in many quarters. Having once ended Spain's arbitrary and cruel dominion over these poor natives, was it not our simple duty to stand by them until a stable form of government could be established? Again, if we, having cast out Spain, left the natives to their own resources, which strong European nation or nations would step in? It was known that Germany had an itching palm, while Russia and Japan had all along been casting envious eyes in that direction. It seemed certain that Great Britain would permit no one of these to appropriate this prize, and her attempt to stop them might mean a general war, in which we, by reason of her friendly offices in our own trouble, would be in duty bound to bear a part.

It appeared, therefore, that this great question stood squarely in the way of a final settlement of the issues raised by the war—but it was not allowed to stand in the way of peace, for the end of the war came with the acceptance by Spain of our conditions, and the fate of the Philippines was left to the commissioners appointed by the two sovereign States.

The terms of an armistice submitted by President McKinley to M. Cambon, as the representative of Spain, were transmitted by cable to that Government, and after some delay were accepted. The substance of the arrangement was then embodied in a formal protocol, which was duly signed, and orders were at once sent to the respective commanders of the army and navy to cease offensive operations pending the appointment and conference of the peace commissioners. There was little trouble in reaching General Miles in Porto Rico and Admiral Sampson at Santiago. But with General Merritt and



Admiral Dewey in the distant Philippines, the matter was difficult. When the latter destroyed the Spanish squadron at Manila, he was denied access to the cable to communicate with his Government. In retaliation he at once lifted and severed the cable, thus cutting off his telegraphic communication with the United States except from Hong-Kong. So it happened that instructions to cease hostilities had to be transmitted by vessel from the Chinese port, causing a delay of some three days. In the interval a most important event took

#### Capture of Manila.

place—nothing less than the assault and capture of the city of Manila. General Merritt and Admiral Dewey had united in a demand for the surrender of the city under pain of bombardment, and foreign residents were at once notified of the impending attack. On refusal to surrender, the assault was begun, a portion of the squadron first shelling the city, after which the army advanced, carried the outer fortifications, and drove the Spaniards into the town, which soon surrendered. Captain-General Augusti escaped on a German ship, which took him to Hong-Kong. After the formal surrender the American flag was hoisted over the city, and General Merritt at once set about the administration of the affairs of the municipality, Major-General Otis being afterward placed in permanent command. The surrender not only included Manila itself, but the whole group. The situation was anomalous. The possession of the Philippines had been left to be decided by commissioners, while as a matter of fact the islands were already in our possession by the right of conquest.

The cost of the war had been enormous. With what had been actually expended and with the expenses for pensions, damages to individuals, state claims, and interest to accrue in the future, the total was estimated at over \$900,000,000, with the possibility of reaching the billion mark. Yet the

#### Cost of the War.

struggle was worth all it cost. It was not of our seeking, since history clearly records the persistent efforts of our Government in the direction of peace. We went into the conflict only half prepared, but in less than four months both our army and navy had accomplished the most brilliant achievements in both hemispheres, and had won for us material advantages, never even dreamed of when the war began—advantages which were to make us an imperial power.

The lessons of the war were many and important. Americans were proud to see that the race had lost none of its martial spirit, and that soldierly qualities, in both the regular and volunteer ranks, were exhibited as clearly and as strongly as in any previous war of the Republic. The most striking lesson drawn from the conflict was the wonderful value of a highly trained service. The navy was ready on the instant. Its commanders knew just what to do and how to do it. There was no halting,

#### Lessons of the War.

no mistakes; and the high efficiency of this branch of the service more than ever demonstrated the immense importance of sea power. The navy not only acquitted itself creditably, but brilliantly; it not only equalled records, but broke them—as in the case of the battleship *Oregon's* remarkable run from San Francisco to Florida. The United States regulars were deserving of praise quite as high. They did not fight more bravely than the volunteers, but their work was done with a celerity and an effectiveness which clearly exhibited the value of training and preparedness in modern warfare.

The return of Sampson's victorious squadron was a gala event in the history of the metropolis of the country. Early on the morning of August 20,

#### The Naval Parade.

the ships were sighted off Sandy Hook, and a little later they proceeded up the bay and came to anchor. There they lay in double-column formation, surrounded by every class of water-craft of which the harbor boasted, every vessel gay with bunting. There was the stately *New York*, Admiral Sampson's flagship; the handsome *Brooklyn*, flying Commodore Schley's pennant; the monster *Iowa*, with Captain "Bob" Evans on the bridge; the formidable sister-ships *Indiana* and *Massachusetts*, with Captains Taylor and Higginson doing the honors; the mighty *Oregon* which Captain Cook brought so safely on that memorable trip around the Horn; and last of all the *Texas* in a fresh coat of war-paint, with the heroic "Jack" Philip proudly treading her quarter-deck. It was a sight to inspire the dullest heart, and the onlookers exhibited the wildest enthusiasm. The squadron finally got under way, and, following the lead of the *New York*, steamed majestically up the Hudson to a point abreast the tomb of General Grant, where a salute was fired in honor of the hero of Appomattox. The ships then returned to their anchorage, and the next day were visited by thousands of people. Soon after, a portion of the squadron gave a parade in Boston harbor.

#### Home at Last.

The home-coming of the soldiers was not unmixed with sadness, for the ranks of many of the regiments were wofully thinned by Spanish bullets and by the ravages of disease. The march of the Seventy-first New York up Fifth Avenue was an ovation—cheers for those in line, with sighs and tears for the poor fellows who followed in the ambulances. The Naval Reserves who manned the *Yankee* were also greeted with enthusiastic plaudits. These scenes were simply counterparts of what occurred in other cities when the troops came home. But above and beyond all the patriotic clamor of welcome was the impressive thought, that our arms had liberated from centuries of cruelty and oppression the Cubans and the Filipinos, who had so long vainly fought for liberty against an oppressive and relentless foreign power.



# TO THE NATION

EXECUTIVE MANSION,  
WASHINGTON.

*The priceless opportunity  
is ours to demonstrate  
and so the enduring  
triumph of American  
civilization,*

*William McKinley*

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*A dedication written for the Photographic History of the Spanish-American War, by the President of the United States..*



**WHY WE FOUGHT.**—Soon after the outbreak of the Cuban revolution in 1895, reports began to reach the United States of acts of cruelty perpetrated by the Spanish. Captured rebels were not the only sufferers. Their portion was death and solitary confinement, and non-combatants accused of sympathizing with the insurrection fared little better. These unwarranted acts were boldly asserted by American newspaper correspondents but vigorously denied by the Spanish officials. Some American journals even expressed the belief that the statements were purposely exaggerated in order to secure sympathy for the Cuban cause in America. In any event isolated cases, though clearly proved, hardly seemed to warrant so grave a step as armed intervention by the Government of the United States. Finally, however, General Weyler issued his famous edict of concentration whereby non-combatants were driven in from the country and made to stay in the fortified towns. In this environment, they were without means of sustaining themselves and many died from starvation and disease caused by sanitary condition. Even then, many weeks elapsed before the true state of affairs became generally known, as the information contained in the United States Consular reports was withheld for fear of unduly exciting the public. Finally, however, several Senators and Congressmen paid personal visits to the points where the policy of concentration had been carried into effect, and these witnesses, in every case, brought back word that the stories of the suffering and starvation of helpless old men, women and children had not been even half told. Actual photographs similar to the one above were also shown. The people and Congress were finally aroused. An ultimatum was delivered to Spain, and on its rejection a formal declaration of war followed on April 25, 1898.

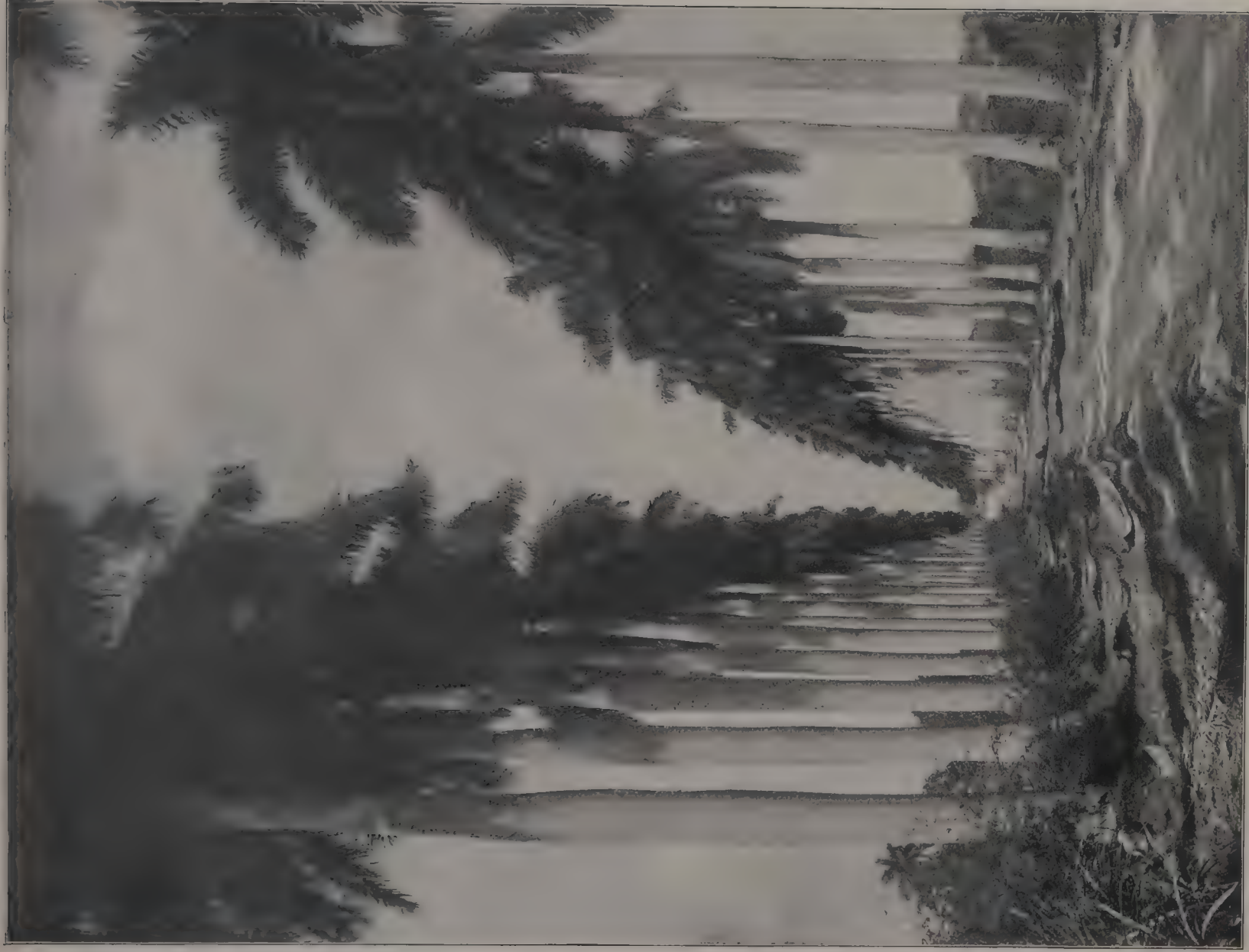


**A RAILWAY STATION IN WAR TIME.**—The railway stations in Cuba at the time of the last native rebellion and during the war with the United States were all fortified. The likelihood of attacks from insurgents at these points made this imperative. The insurgents would lie in hiding near the depots, wait till a train came in sight, and then make a sudden descent upon the station. Hundreds of trains were held up in this manner. To protect themselves the Spaniards converted all the depots into miniature fortresses. They built around the station house a wooden barricade made of old railway ties, backed with brick. Behind the screen thus provided the soldiers could direct their fire with some degree of security. Our photograph shows the station of Jeracha. This, in its way, is typical of all the other stations. The ground barricade was about the height of a man's head. Above this was erected an outlook platform from which a pretty wide view could be obtained of the surrounding country. To each station a garrison of about twenty men was sent out daily—the guards being relieved every twenty-four hours. Each company carried its daily rations with it. Besides the military guard there was the usual agent in charge of each depot.





**GUN CAPTURED FROM CUBAN INSURGENTS.**—During the active operations carried out under the orders of Captain-General Weyler, from the time he assumed command until war was declared with the United States, the insurgent forces, for the sake of self-preservation, evaded engagements in the open. They were content to keep the Spanish troops within certain boundaries whenever they were not opposed by overwhelming odds. Their rifles were never of the best material, nor were they of the most modern construction, except in cases where improved weapons had been successfully smuggled into the country. Their ammunition was never plentiful. They were almost totally devoid of proper implements and facilities for keeping their rifles in repair and otherwise in good condition. Of artillery weapons of warfare they had but few. Whatever they did possess of this character was made on occasion to serve an important purpose in guarding entrances to narrow places, mountain canyons, and other advantageous positions. A short time before the American declaration of war was issued against Spain, a party of Spanish troops succeeded in capturing a rifle field-piece and ammunition from the insurgents during an engagement in the province of Pinar del Rio. The gun, with the equipment for carrying ammunition on mule-back, was placed on exhibition at Havana. Our photograph was taken shortly after the gun was brought into the city.



**THE WONDER OF CUBA.**—Before the last war Cuba was perhaps the most beautiful island lying within reach of the American continent. It has been changed to an extent which is almost incredible. The entire physical appearance has altered. The green of the fertile valleys has disappeared; in its place is the brown of burnt crops. The picturesque homestead has become a heap of charred ruins, or all that remain of a house are roofless walls and hollow windows. One feature of the landscape has escaped the almost universal devastation. The royal palm is prominent in all Cuban scenery. It is the most graceful tree of its species, perhaps the most beautiful tree that grows. It shoots up boldly from the earth, white and stately. The trunk, thin at the roots, swells towards its middle height, and narrows again where the great branches of green plume spring out. There are forests of these trees throughout Cuba, and many avenues of them leading up to the once homes of wealthy planters. During the war they were not infrequently used by the insurgents for ambuscades, the spreading tops of the trees affording excellent shelter from which to fire down upon an enemy.





**FORTIFIED CHURCH, PINAR DEL RIO.**—Pinar del Rio, the capital city of the province of Pinar del Rio, Cuba, is an inland town, and the centre of trade for the tobacco industry of the district known as Vuelta Abajo. This district, including the capital, had, some time prior to the last Cuban rebellion, a population of 30,000. It was formerly called Nueva Filipina and is situated in the midst of small mountains. The Guaniguanico or Organos railway connects Pinar del Rio with Havana. The church of La Palma in the city, like most of the old churches in Cuba, is constructed with strong walls and, when transformed by the Spanish into a fort after the manner shown in the illustration, formed a better defence than a quickly-built fortification of purely military design. Usually these extemporized places for protection and defence were poorly equipped, and the Cubans considered them an easy prey. The best efforts of the Spaniards in the matter of protection were generally directed towards towns and cities on the coast. Interior centres of population were not so seriously considered. The fortified church of La Palma was one of a number of religious edifices in Cuba "reconstructed" for war purposes.

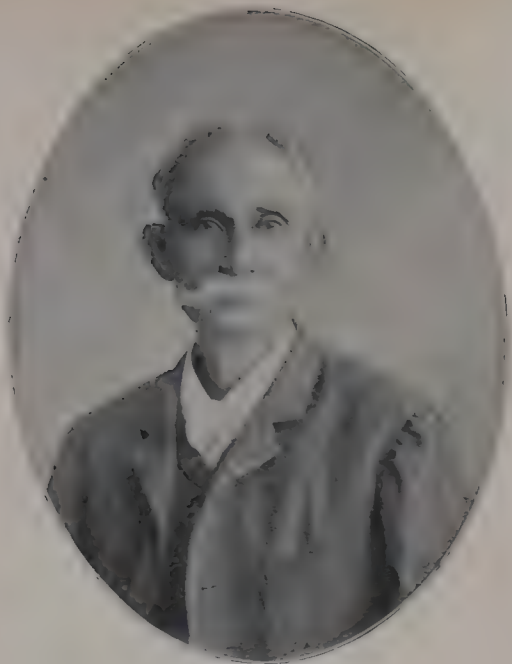




**A SPANISH BLOCKHOUSE.**—Throughout the island of Cuba there still stand hundreds of forts forming almost the exact counterparts of the little hut shown in this photograph. It is built solely of weathered way ties. The roof consists merely of rough weather-boarding, and is provided to keep out the heat more than for any other purpose. The position occupied by this now deserted fort is some five miles from Matanzas; it is one of a long chain of forts that guarded the trocha, or ditch, beyond which the wretched reconcentrados might not pass without paying the death penalty. Were one to step across the boundary, generally marked by a wire fence beside the ditch, he would be shot without question, as indeed many were. This ditch, which was in reality a death line, is about three feet wide and four deep. About half-a-dozen soldiers were quartered in each of the guard-houses, which to the casual passer-by have nothing to mark them in any way from ordinary cattle sheds or native log cabins.



**EXPLODING A MINE.**—Mines constitute one of the most important branches of military engineering. No more formidable accessory can be found both for purposes of attack and defense. A military mine is really a gallery which runs from some point of safety under an opposing work or beneath an area likely to be passed over by an attacking force. The passage-way terminates in a chamber which is stored with gunpowder, dynamite, or some other high explosive, to be blown up at the critical moment. Such mines are largely used by besiegers for the overthrow of ramparts and fortifications, but they are of equally great service in open country. It is then not only the actual damage done by blowing troops into the air that has to be considered, but also the moral influence which the knowledge of the existence of the mines exercises over the minds of soldiers. It has been found over and over again that men who will charge bravely up to the very mouth of cannon are terrified to cross ground that they believe to be undermined. Our photograph shows the effect of the explosion of a dynamite mine. It is noticeable that although the earth is torn up, and thrown high into the air, yet only a couple of bars are broken from the neighboring fence. This trap was set by the Spanish for a body of Cuban troops believed to be approaching under the command of the famous cavalry leader Maceo. Perhaps because they received warning, possibly by chance, the advance was never destined to be made, and the mine was therefore exploded harmlessly.



MAXIMO GOMEZ

The central figure of the Cuban revolution, especially during the last year prior to intervention, was Maximo Gomez. Mr. Murat Halstead, the veteran editor, who has made a special study of the affairs of Cuba, says: "The grand old man of the war is Maximo Gomez, a man of the greatest military capacity that has been displayed in this war, and that will give him a permanent place among the great captains. What he has done will rank high as a series of military achievements in which great things were accomplished by small means. Although accused by the Spaniards of betraying his people in connection with the settlement of the Ten Years' war, the charge falls to the ground in view of his steadfastness of purpose, unswerving loyalty, and tremendous efforts during the present struggle."

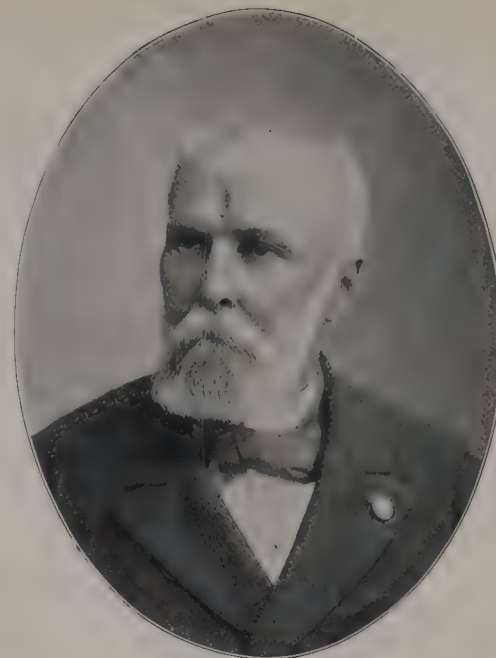
The rebellion may be said to have closed with the act of intervention by the United States. Looking back over the past struggle, the figure of Gomez is everywhere in the background. Jose Marti, the patriotic lawyer justly styled the "apostle of the insurrection," lost his life at the very outset; Antonio Maceo fell in a skirmish at the head of his troopers, with the work of liberation not half done, and Garcia was not in the field during the first campaigns; but Gomez, despite his weight of years, was constantly in action. His headquarters were in the saddle, and at the end his name was at the head of the list of liberators.

The popular heroes of the revolution, especially during its early stages, were the Maceo brothers, Antonio and Jose. Their dashing cavalry exploits became famous, and they were the terror of the Spanish volunteers, who were in few cases able to withstand Maceo's fierce troopers charging with deadly machetes. In the second year of the war Antonio was killed in battle, and those who had watched his brilliant career feared that the cause of "Cuba Libre" might perish with him; but it grew in strength, ably seconded by Jose, the surviving brother whose portrait is here shown. The Maceos are mulattoes, and were accused by the Spaniards, though unfairly, of trying to unduly advance the cause of the blacks.



JOSE MACEO

The Maceos were thoroughly representative of the romantic and aggressive side of revolutionary warfare. Their policy was to attack the Spaniards wherever and whenever found. If not able to meet them in force, a sudden dash was planned, and a troop of cavalry swinging their machetes would sweep down upon a foraging or reconnoitering squad and wipe them out before the main column could come to their relief. Victories of this sort were of frequent occurrence, and each one strengthened the insurgents in the belief that even against superior odds they completely outclassed the Spaniards, especially in guerrilla warfare.



GENERAL CALIXTO GARCIA

From the very outset of the rebellion, a man who occupied a high place in the councils of the revolutionists was General Calixto Garcia. Not only in the camp, but as a political expert was his advice widely sought and carefully followed. At the beginning of the struggle he was in the United States and gave important aid in placing the affairs of the Cuban Junta in the best possible condition. Being a veteran of the Ten Years' war, he longed for active service, and at an early stage of the contest secretly landed on the island, and soon appeared at the head of the insurgent columns. In both experience and capacity General Garcia is not outranked by any Cuban commander, and his patriotism and sagacity have constantly advanced the cause.

In estimating the place of Garcia among the revolutionary leaders, he may be fairly said to represent the higher social element. The Ten Years' war in which Gomez, Maceo, and Garcia alike figured was brought on by the aristocrats, but the last uprising was a revolution of the "plain people." The principal Cuban families by no means stood aloof, but the bone and sinew of the movement was the *pueblo*. General Garcia was early informed of the war plans of our government and shaped his own movements accordingly. When Santiago was blockaded his troops were back of the city and when the invasion began they co-operated with General Shafter, but were not allowed to enter Santiago for fear of trouble with the Spanish residents.

## THREE CUBAN FIGHTERS





GENERAL WEYLER

It is hard to imagine a more marked contrast than that which exists between General Campos and General Weyler, who was the former's successor as Captain-General of Cuba. In personal appearance they are entirely dissimilar, while their military methods are as different as daylight and darkness. Campos was known as the most conservative and humane commander ever sent from Spain to the island, while Weyler is notorious the world over as the most radical and merciless military autocrat that the century has produced. But where leniency failed, cruelty and oppression did not win, and Weyler's régime was even less successful and far more inglorious than that of Campos, and his resignation was also hastened by the disclosure of most questionable official acts affecting his honor as an officer.

The acts related chiefly to the manner in which the army fund was administered. The home government was straining every nerve to raise money to carry on the war. Every steamer brought its quota of men, munitions and money, and it was freely stated that a large amount of the latter found its way into the pockets of the Captain-General and the military clique of which he was the head. As a matter of fact, corruption was boldly charged against him by his enemies at home, and at one time a scandal was clearly imminent, but for political reasons the affair was hushed up by the government.

When the Cuban rebellion broke out in 1895, General Campos was the first man thought of to put it down. He had won great celebrity during the Ten Years' war in the island, which he succeeded in bringing to a close by the treaty of Zanjón. On his arrival in Cuba he adopted the same mild measures which had characterized his former administration, and carried on the war in a civilized way. The struggle, however, gradually assumed greater proportions than at first seemed possible, and the failure of the Spanish troops to suppress the insurrection was charged to the leniency of General Campos in his treatment of the rebels. He was accordingly recalled.

But although relieved of office, the veteran commander was by no means discredited. He had been grievously annoyed and hampered in his conduct of affairs, and doubtless left the island with no small sense of personal relief. Whatever misgivings he may have had with reference to his reception in Spain, however, were quickly set at rest on his arrival.

He was still thoroughly popular with the better classes, and his advice was courted by the highest officials. For whatever may have been charged against his pacific policy of administration, his loyalty and honesty were never for a moment doubted.



GENERAL MARTINEZ CAMPOS



GENERAL BLANCO

When General Weyler found that the Spanish government was opposed to his conduct of Cuban affairs, he cabled his resignation to Madrid, whereupon a decree was issued appointing General Blanco as his successor. He had before been Captain-General of the island, and was distinguished for his mild administration. He was one of the heroes of the Carlist war of 1875, and was no less distinguished as a diplomat. He was also Governor-General of the Philippine Islands, and on his resignation from that office was appointed chief of the military household of the Queen Regent. General Blanco sailed from Spain in October, 1897, and soon after entered upon his duties at Havana. He was in command at the time of the blockade in April, 1898.

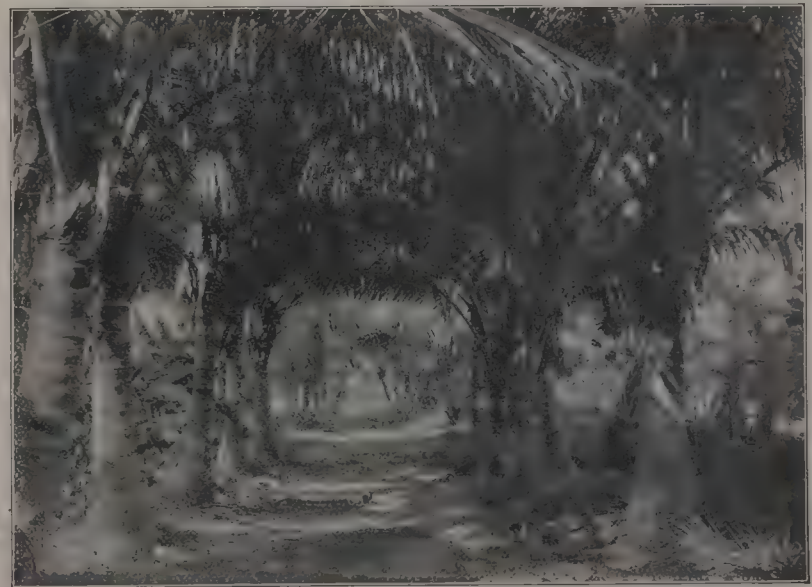
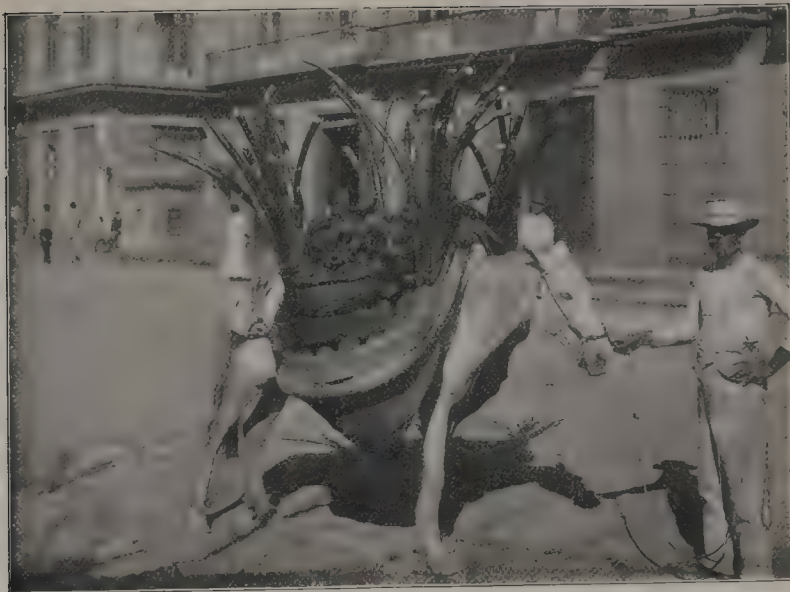
But from the very outset his administration was beset with the gravest difficulties. The insurgents were continuously aggressive, advancing from time to time, even to the suburbs of Havana. The Spanish troops, discouraged by the non-success of their arms and weakened by disease, were half-hearted and sullen, while to crown all, the friends of General Weyler made the position of his successor not only embarrassing but even dangerous, for threats of assassination were not infrequent. Though he undoubtedly intended to mitigate the harsh decrees of Weyler with reference to the reconcentrados, such pressure was brought to bear that only a small measure of relief was afforded.

## CAPTAINS-GENERAL OF CUBA



**PROTECTING THE LINE.**—Fort Paez, at Santa Clara, Cuba, is a typical Spanish fort. It was one of the larger type protecting the trocha line, being considerably more imposing than the ordinary black house and the little fortified huts built of railway sleepers. The big forts in Cuba consisted of two storeys. There was a cellar below and a watch tower above, and the soldiers in the fort were thus able to fire down almost directly on the heads of an attacking force. The outside walls were built of mud and stone and painted white—very glaring in the tropical sun. Forts of this kind stand at intervals of about half a mile from each other down the whole length of the trocha line. Santa Clara is the capital of the province of the same name, one of the first of the political divisions in Cuba to participate in the last uprising of natives against Spanish rule. Its principal industry is sugar-planting, and the city was, before the commencement of the war, largely dependent on the patronage of planters and their employes. As the developments of the past few years or more have paralyzed the sugar industry, the condition of Santa Clara City, once a prosperous and wealthy place, has fallen until, at the time of the Spanish-American war, it had reached a state of stagnation difficult to describe.





**SCENES FROM THE LAND OF WAR.**—Perhaps it may be fairly claimed for Cuba that its scenery is not to be equaled in the Western hemisphere; certainly there is no other land that can surpass it in the riches of its soil. The cocoa-nut, the pine-apple, the mango, the orange, all the most delicious fruits grow in wild profusion beneath the caressing sunshine. In times of peace fruit-sellers, with ponies half buried beneath pyramids of the rarest products of more northern latitudes are to be met with at almost every street corner. The photograph presented here is the portrait of a Cuban spy who passed in the guise of a fruit-seller unmolested through the Spanish lines—one of the many remarkable feats of daring performed by the native soldiers during the war. Water is plentiful throughout Cuba. Several fair-sized rivers water the fertile valleys and innumerable little streams flow between high banks of rock often covered with moss and magnificent fern. The native villages are straggling and picturesque, the house built of adobe, stone and wood, usually having some kind of veranda to protect the dwelling-rooms from the sun. Double rows of palm trees mark the course of the rivers through the valleys, and shady avenues of these trees lead to the country palaces of the once opulent planters of the island.





**THE GALLANT "MAINE."** -In January, 1895, relations between the United States Government and Spain were at a high state of tension. Every effort was being made by President McKinley and his advisers to end the strife in Cuba without resort to war. It was suggested that a warship of each power should be sent to a port of the other by way of an exchange of national courtesies. The second-class battleship *Maine* was accordingly dispatched to Havana, following which the Spanish cruiser *Vizcaya* was to visit New York. The *Maine* was ordered to sail on January 25th. She was under the command of Captain C. D. Sigsbee. On arrival, the officers were coldly received by the authorities who looked upon the presence of a United States battleship in Havana harbor as an intrusion and a threat. The *Maine* lay at anchor for about three weeks at a buoy selected by the Spanish harbor-master. On the night of February 15th a terrific explosion resounded from the harbor, and those who rushed to the wharves and to the decks of vessels in the vicinity were just in time to witness the effects of one of the most terrible catastrophes in naval history. It was seen that the *Maine* had been blown up, either from a mine, torpedo, or the explosion of her magazines, and was sinking. Small boats put off to the rescue of the few survivors seen floating amid the wreckage. Captain Sigsbee and all the officers save two were rescued, but 266 brave men were killed or drowned in the awful disaster.



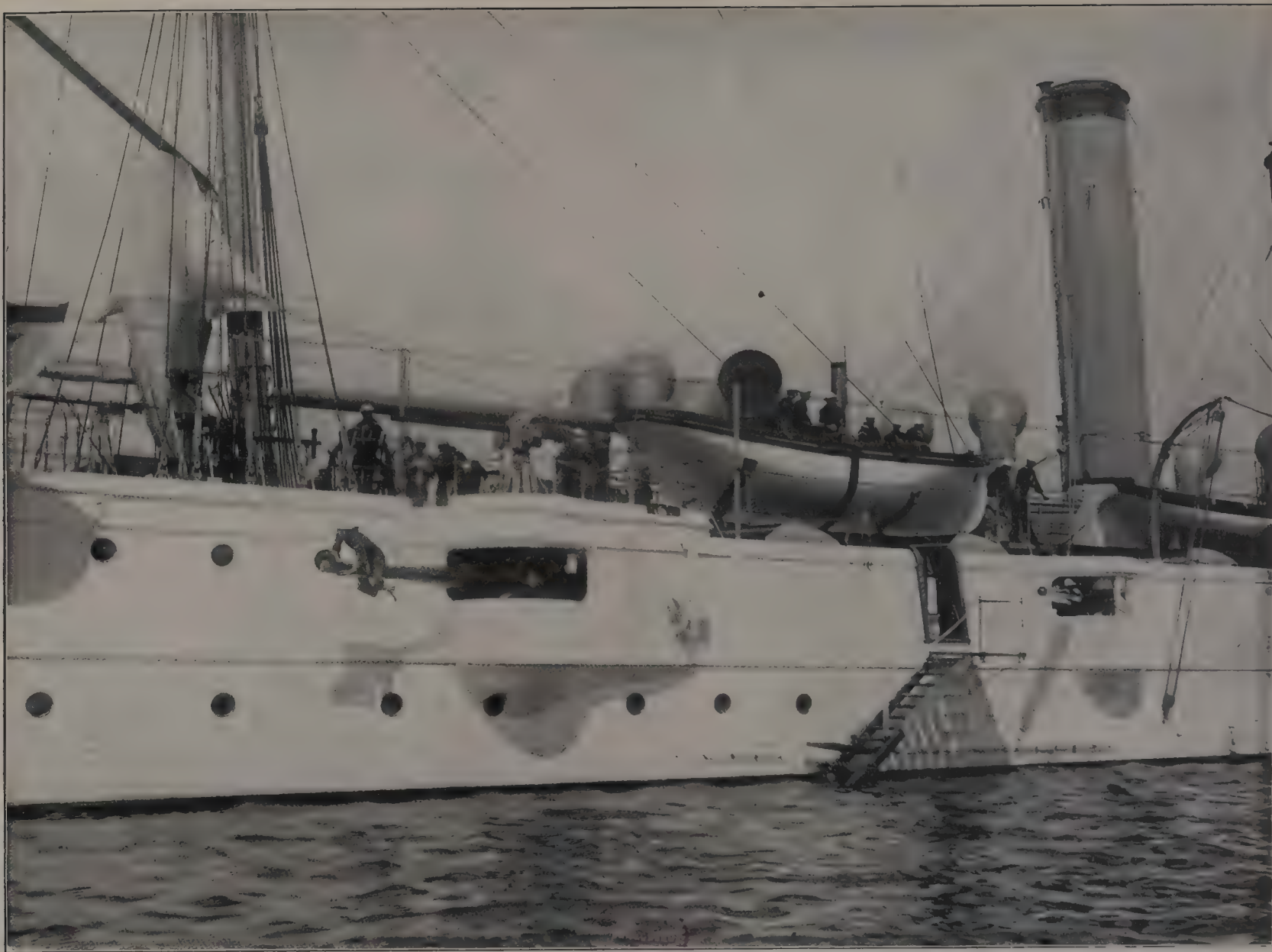
**THE GRAVE OF 266 MARTYRS.**—The destruction of the *Maine* in a friendly harbor caused the most profound sorrow and indignation throughout the United States, but still there were many who could hardly believe the explosion was the result of design. The President asked the people to suspend judgment until an investigation had been made, and for this purpose a Naval Commission of three was appointed. The Court of Inquiry held its sessions on shipboard in Havana harbor and also at Key West, where the survivors of the ill-fated battleship had been sent. During the weeks that followed much testimony was taken, and the Commission finally reported that the vessel had been blown up from the outside, either by mine or torpedo. The Commission, however, was unable to discover the exact cause of the explosion or to directly implicate anyone in the affair. The testimony upon which the report was based tended very thoroughly to show that the warship had been destroyed through the overt act, or at least the criminal negligence or contrivance of persons connected with the Spanish government. This belief was still further strengthened by the report of Consul-General Fitzhugh Lee, who, nevertheless, expressed his belief that General Blanco, the Spanish Captain-General, was not personally responsible. The Spanish government all along claimed that the explosion was due to an accident or to carelessness on board the battleship, and an investigation by Spanish officials ended in a report to that effect. It was proposed by Spain that the matter be submitted to arbitration, but this proposition was firmly declined, and the destruction of the vessel became one of the moving causes of the war.



**THE CITY OF HAVANA.**—Havana, or, in English, "The Harbor," is the capital of Cuba and by far the most important city of the West Indies. Its population at the time of the outbreak of the war was in round numbers 250,000. The Royal Tobacco Factory was one of the principal buildings of the town but had given to Havana a world-wide reputation. The harbor in which the destruction occurred is capable of holding 1000 vessels and is almost free from bombardment than most cities have. Limestone and marble forming the chief material of which it is built there is little to be feared from the nature of the buildings. About the numerous streets there is an indescribable air of solidity; the structures generally are massive immensities of an almost tropical sun. The city contains a number of beautiful buildings their beauty, however, being internal rather than that much architectural ornamentation would be lost.

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**CLEANING A BIG GUN AFTER ACTION.**—The little cruiser *Montgomery*, which is commanded by Commander George A. Converse, U. S. N., cut a rather conspicuous figure in the difficulty with Spain. It was she that went to Havana after the destruction of the *Maine*, and remained there several days, her crew, upon retiring each night, wondering whether they too would be hurled to death without warning. After the institution of the blockade, the *Montgomery* was actively at work along the Cuban coast, being peculiarly well adapted to such duty, by reason of her relatively light draught, good speed, and general handiness. She took part in the bombardment of the fortifications at San Juan, Porto Rico, May 12, 1898. The *Montgomery* is what is known as a third-class cruiser, displacing but 2183 tons, but can make about eighteen knots, and carries an efficient battery of nine 5-inch rapid-fire guns, together with some smaller pieces. These rapid-fire guns are deadly weapons. With a well-trained crew, each of the *Montgomery's* larger guns, such as shown in the cut, can fire a 55-pound shell about five times in a minute. The *Montgomery* is a sister-ship of the *Marblehead* and the *Detroit*. She was built at the Columbian Iron Works, Baltimore, and is one of the most efficient vessels of her class in the world. Her guns are of considerably larger calibre and more numerous than most third-class cruisers carry. The greatest care is taken in the United States navy that every weapon shall be invariably in perfect order, and the sight, shown in the accompanying illustration, of a Jack-tar straddling the muzzle of a long gun to clean and polish it, is a very common one even in times of peace.



**THE PALACE, HAVANA.**—The palace occupied by the Captain-General in Havana is a structure of imposing proportions. There is a suggestion of coolness when the eye rests on the white walls, and, further, a suggestion of power and solidity that is rather awe-inspiring. On entering you do not altogether escape this impression. The floor is of inlaid white marble; the walls are of red brocade outlined with gold. At a raised dais supporting the throne, above which hangs the portrait of King Alfonso. In striking contrast to the rich coloring of the throne-room is the snowy white hall from which you pass into a long room with many windows, half conservatory, half veranda. The private apartments are furnished in lavish style. The modern table and every possible requisite, while the bath-room, the floor and walls of which are of pale blue marble, is a tribute to the excellent taste of whoever





**THE VICE-CONSUL GENERAL'S PALACE.**—The palace occupied by the Spanish Vice-Consul General at Havana adjoins the official residence of successive Captains-General. It stands upon the west side of Central Park, a charming view of which is obtained from the palace windows. Here, before the war broke out, the city guard was paraded each morning, playing the national air as the guards do before the Royal Palace at Madrid. The soldiers had their headquarters in the buildings shown to the right of the illustration. They formed the bodyguard of the Captain-General, and were also assigned to the duty of patrolling that portion of the bay front which lies between the city proper and Fort Junta. In the rear of the palace stands a tower nearly a hundred feet in height. This is employed as an observatory. From it can be read all the signals displayed at Morro Castle, which reports all vessels seen off the coast. The palace is built of white stone and is evidently old. In the centre is a big courtyard, filled with tropical plants, offering a charming retreat from the trying glare of the sun.





**A POPULAR SPANISH MEETING-PLACE.**—The magnificent building shown in this photograph is the biggest and most frequented café in Havana. Owing to the class of people who attend it, however, and also to the nature of the scenes which constantly occur there, it does not rank higher than a beer garden in the Bowery of New York. It was here that large mobs of Spanish sympathizers assembled on the night that the *Marne* was blown up and here that throughout the next day a rabble mob collected, shouting with glee at sight of the wreck. In the afternoon, the following Sunday *chicken micasse* appeared on the menu as *chicken à la Maine*. The restaurant is a general stopping-place for people returning from the bull-fights at Riego, which take place every Sunday. On the roof-garden or in the big courtyard below, men and women sit for hours at little marble-topped tables sipping coffee and cognac and drinking champagne. Immediately in front of the building, standing between it and the bay, are a coffee stand and sentry box from which the soldier on duty is able to communicate directly with headquarters.



**A CUBAN CATHEDRAL.**—One of the chief points of interest in the city of Havana is the cathedral. Unfortunately its situation is in a crowded quarter of the town and the building is hemmed in by mean streets and by-ways. Only a small stone paved courtyard before the structure makes it possible to obtain an idea of the venerable aspect of the front and of its striking architectural design, flanked as it is on either side by massive stone towers. The interior of the cathedral is highly decorated, so much so that the eye is almost dazzled by the brilliant coloring. Here, in an urn, repose the remains of Christopher Columbus which were transferred to Havana when the island of San Domingo was ceded to France. A bust raised to the memory of the discoverer of the New World marks the spot where his bones are now buried. In no sense a worthy monument, it is a matter of deep regret that the statue which was commenced in his honor still remains uncompleted. Only the heavy foundations are as yet in existence. The Roman Catholic is the only religion tolerated by the Spanish Government in Cuba. Originally there was only one diocese which included the entire island, Louisiana and the two Floridas, all under one bishop. In 1788 Cuba was divided into two dioceses, each embracing half the island. The western diocese, that of Santiago de Cuba, was, early in the present century, erected into an archbishopric, while Havana still remains under a bishop.





**THE TEMPLE, HAVANA.**—Sight-seers flock to the Temple in Havana. It is built on the spot where the first mass was celebrated in the Western hemisphere. The occasion was the second landing of Christopher Columbus in Cuba. The priest celebrated mass on that Sunday, July 6th, 1494, under the shade of just such another big tree as to-day throws its shadow on the snowy marble of the chapel. At this spot are erected two busts of Christopher Columbus. The aspect of the temple is rather spoiled by the heavy iron railings with massive stone supports which shut it in. It faces the Captain-General's palace, a public park dividing the two buildings. The records still in preservation show that Columbus saw for the first time the coast of Cuba in the afternoon of the 22d of October, 1492, and on the next day entered a river on its northern coast. He then took possession of the new territory for the King and Queen of Castile. He sailed down the coast for some distance, believing he was exploring not an island but a continent. After a comparatively short voyage, during which he discovered Jamaica and other islands, Columbus returned to Cuba and, landing at Havana, deeply impressed the natives who witnessed the imposing ceremonial of thanksgiving to the white man's God.





**READING THE WAR NEWS.**—Long before the actual declaration of war, scenes of the wildest excitement were of daily occurrence outside of the newspaper offices throughout the States. Every item of fresh news was waited for with the deepest interest. It was no idle crowd that came together; it was not composed of loiterers merely. On the contrary, these great concourses of people were patient and well-behaved. They had come together with a serious object. As early as ten o'clock in the morning the people would begin to congregate round the big newspaper offices in New York and other leading cities, nor would the large open space in front of the news buildings in Printing House Square assume its normal condition until after sundown. In these days the display of interesting items of news on bulletin boards has become an important newspaper necessity. One enterprising New York journal has no less than six boards, each about the size of an ordinary office window. These slates are swung upon central pivots. As the latest telegrams are received in the editorial rooms they are transcribed on to the slates from the inside, and each board as it is filled is swung round to face the crowd waiting below. Another newspaper has a colossal blackboard which runs the whole length of the office building. There is a platform beneath it, upon which a reporter walks up and down transcribing the news as it is handed out to him printed on slips of paper, writing with a stub of chalk as swiftly and as surely as another man would with a good quill pen running smoothly over silky paper.



PHOTO. BY MULLER, BROOKLYN.

**THE MAKING OF A SAILOR.**—Under normal conditions the duty of the old three-decker line-of-battle ship *Vermont* which forms here the background to a squad of naval recruits, is to serve as the temporary home of crews whose ships have gone out of commission, or who are being transferred from one ship to another. "However, on the commencement of hostilities with Spain, it was employed as a recruiting station. Here the men who enlisted were exercised in the "setting-up" drill, were instructed in whatever way it is possible to instruct a man before he goes on ship, and here, too, each man was provided with his full outfit, including bag, hammock, clothes, and everything else (it is not much) considered indispensable to a seaman's life on board ship. Officially, the *Vermont* is classified among the "wooden sailing vessels, unfit for sea-service." She was launched in 1818, and is therefore eighty years old. Far from being a thing of beauty now, with added side walls and an unsightly roof, she must have been, in days when she was fully rigged in all the splendor of her long yards and lofty masts, a glorious ship. Her length is 164 feet; her breadth, 53 feet; her displacement, 4150 tons, and her speed in days of active service was about ten knots. The original complement of the *Vermont* was 1000 men.





**HAND-TO-HAND ENCOUNTERS.**—Sword drill, sometimes termed “single-sticks” or “broadswords,” is still energetically adhered to in the United States navy. Many people think that in these days of high-power, long-range rifles, machine guns, and the like, the picturesque, old-fashioned plan of carrying a ship by boarding is no longer feasible. This view is wholly wrong. Ramming is apt to be tried over and over again, and nothing would be more natural for a commanding officer to do, when his vessel, in endeavoring to ram her adversary, came close to, or was entangled with her, than to pour a stream of fellows, armed with cutlasses, revolvers, and rifles into the other ship. Of course, Gatling, Colt, Nordenfeldt, Maxim, or other machine-guns might sweep away a good many of the boarders, but it must be remembered, on the other hand, that the machine-guns on both sides would be at work, and those behind the boarding party might silence the opposing ones. Sword drill is engaged in, at least once a week, on every American ship.





PHOTO. BY MULLER, BROOKLYN.

**WIG-WAGGING.**—There are several different methods of signalling between warships, one of them being by means of small flags, simple movements of which enable the signalling parties to converse with ease and rapidity. Moving the flag to the right signifies the number 1, to the left 2, and to the front 3. Various combinations of "ones" and "twos" correspond to each letter of the alphabet; thus, A is 12, C is 121, etc. Words are spelled out, and at the end of each word a 3 is made, two 3's at the end of a sentence, and three 3's at the end of a message. Practice is incessant in this signalling in the navy, every officer and most of the men being supposed to have the code at their fingers' end. Long messages can be delivered by the flag signals "wig-wagging" as it is called—and a handkerchief, an umbrella, or anything else may be substituted for the flag in the latter's absence. Nevertheless, to the layman there is nothing but mystification. The motions of the waving flags have a complexing resemblance to one another. There is an irritating reticence about the sagacious movements of those little square flags that mean so much and reveal so little.



**BIG GUN PRACTICE AT WEST POINT.**—Many of those who are acquainted with the course of studies pursued by West Point cadets during their four years of residence, declare that it cannot be excelled in scope and thoroughness. England, France and Germany can boast of great military training schools, yet it is doubtful if the graduates of any military college in the Old World are better equipped on receipt of their first commissions than the young men who are fortunate enough to pass the final examinations at the historic academy so admirably and conspicuously located on the banks of the Hudson. Civil and military engineering, also ordnance and gunnery, are among the most important themes for all advanced students at the academy. The latter study, like every other study at the school, is elaborately treated under the supervision of experts of national renown. It includes the theory and practice of gunnery, which embraces the working of siege and other batteries, also the acquirement of complete technical knowledge of every detail connected with the composition of metals, the construction of guns, gunpowder, and projectiles, the causes and effects of accurate artillery fire, and a thousand well-established rules necessary for an intelligent use of the most gigantic modern weapons of destruction and defence.





**THE SIEGE BATTERY AT WEST POINT.** Before the cadets are permitted to participate in siege-gun exercises, they must understand every detail connected with the composition of gun metal, its properties, chemical and physical; the processes of gun manufacture, and the reasons for such processes. Practical operations are explained to them, including the manner in which a modern gun is constructed at the government and other workshops. After the manufacture of the gun is understood, the required combination of strength and elasticity is explained. Following this comes instruction relating to the accurate measurements of all the parts, a vital feature of gun-building. The next step is a description of all guns in the United States service, with their mechanism. Foreign gun construction is explained for comparison. Then follow lessons concerning the composition, construction, method of propelling, velocity, and striking force of all projectiles. By this time, the cadets are prepared to learn how guns are mounted. The modern artillery carriage is a very complex structure, and requires much study of the principles of recoil and of the stresses acting upon it. The more advanced lessons embrace "pointing," probability of fire, and the use of machine and rapid-fire guns. The best-known guns are described in detail. After they have been studied, and their working understood, they are fired a number of rounds at targets, so that they may be seen in actual operation.





**A GREAT DEATH-DEALER.**—The original Maxim gun, far different from the one shown in the illustration and now in general use, was the first gun ever constructed in which the functions of loading and firing were performed by energy derived from the recoil. It operated well and fired with great rapidity, but the inventor deemed it too heavy and complicated. Numerous experiments and trials have resulted in the production of a lighter gun of simpler construction, easier to manipulate. Acting on the advice of Sir Andrew Clarke, British Inspector General of Fortifications, the inventor persisted in his endeavors to improve the machine, until at last he completed a war-weapon resembling in many ways the latest Maxim products. Even ten years ago, a stage of perfection had been reached whereby the "Maxim" might be taken apart in three seconds and put together again and fired in three seconds. If anything happened to the lock, the whole lock could be taken out and a new one replaced in six seconds. As simplified, the Maxim gun consists of an ordinary gun barrel, two-thirds of which is inclosed in a tubular casing. Inside of this casing the breech block or bolt operates. The cartridges, placed side by side in a belt, are fed into the gun by a bell-crank lever. The recoil, after firing each round, enables a simple mechanism to place a fresh cartridge in position.



**REPAIRING A BATTLESHIP.**—When war was declared against Spain, the cruiser *Chicago* had been undergoing a thorough overhauling and remodelling for several months past, with a view to increasing her efficiency. The *Chicago* was the largest of the well-known quartette, the others being the *Atlanta*, *Boston*, and *Dolphin*, which marked the inauguration of Uncle Sam's "new" fleet. She was a good ship of her class when built in 1885, but not the best, being rather deficient in speed and protection. Of course, the advances made in naval architecture and gunnery during the past thirteen years made the *Chicago* something of a back number, so that when she returned from abroad in 1898, it was decided to modernize her by changing her rig, placing new machinery on board, and giving her a battery of rapid firing guns instead of the ordinary breech-loaders with which she was originally provided. To put a vessel in thorough condition it is of course necessary to place her in dry dock, in order to scrape and paint her bottom, fix up the valves, and the like. Docking a vessel is a very interesting operation. The dock is first filled with water, the vessel is floated in, a gateway is closed after her, and the water then pumped out, leaving her resting on blocks and "shores" inside. The photograph gives a vivid picture of the work of repairing a damaged battleship.





**A SCENE ON THE NAHANT.**—The old monitor *Nahant*, that has done good service in New York harbor, was taken at the beginning of the war from League Island Navy Yard, Philadelphia, and brought to Tompkinsville by a detail from the First Naval Battalion of the Borough of Manhattan. The *Nahant*, in her prime, was a fighter to be reckoned with. She gave and took hard knocks. Some of the punishment she received good-naturedly is now visible on her turrets. When breech-loading rifles were adopted for general naval service, the guns of the *Nahant* became practically obsolete. Still, they are useful for drill practice. The young "jackies" load them from the muzzle with great effort. The shells have to be taken from the port locker and passed over thirty-five feet of deck. The *Nahant's* turret consists of eleven one-inch plates of wrought iron. This structure was built to resist the heavy round shot fired from 11-inch muzzle-loading smooth-bore guns, such as were in use some thirty-five years ago. The *Nahant* is in charge of Captain Jacob W. Miller, commanding the New York State Naval Militia.





**FORT HAMILTON, NEW YORK.**—Fort Hamilton is one of the most important factors in the defences of New York City. It is situated at the Narrows, the southern entrance to the upper bay, and its guns sweep not only this, but the lower bay as well. This fort is very interesting, as it has long been in existence, and has been garrisoned for years. It has commodious quarters for officers and men, and presents a striking contrast between the old and new systems of coast fortification, one part of it being a relic of the kind in vogue half a century ago, mounting out-fashioned guns, the other being newly built, embodying the most advanced ideas of military engineering, and armed with high-power guns of the very latest patterns, of 8 and 10-inch calibres. Fort Hamilton is ordinarily an artillery post, but the scarcity of trained heavy artillerymen at the outbreak of the war made it necessary to withdraw most of the regular gunners, and garrison the post with volunteer infantrymen. Next to Fort Hancock, at Sandy Hook, Fort Hamilton is the most powerful of the southern defences of New York City.



**FORT LAFAYETTE.**—Old Fort Lafayette in New York harbor is a relic of a bygone military period. In its day it was an imposing, formidable defence, with its Rodman guns and many embrasures, but in these days of powerful, high-powered guns it would crumble after a very few minutes of hostile fire. Masonry is no longer the material for fortifications, sand and concrete of great thickness having taken its place. The tendency nowadays, in fact the general practice, is to mount guns behind wide embankments, on disappearing carriages, which expose the weapon only during the moments of firing, the force of the recoil sending the gun back and down out of view into the loading position. Fort Lafayette belongs to the same class of fortifications as historic old Fort Sumter in Charleston harbor, and was one of the factors in the excellent scheme of coast defense executed in the middle of the century. During the Civil War it was used as a military prison, and within its walls hundreds of Confederate officers were confined during the fratricidal strife—a strife only made conspicuous now by the devotion with which both parties to it have been battling, side by side, for the one flag of a united country.



THE HON. H. D. COLEMAN



GENERAL A. S. BADGER

The Coast Defence Committee of New Orleans was the only one of its kind in the United States. When war opened the fortifications from Key West to the Rio Grande were in a state of general collapse; some important points had no fortifications, and the entire coast lacked a signal service. The Spaniards openly boasted that a single ship could destroy the jetties (which control the commerce of the Mississippi Valley and cost the United States millions annually) in two hours' time, and that they could sail up the Mississippi without obstruction, leaving ruin behind them. So far did the government concur in the Spanish opinion of the value and the helplessness of the Southern coast, that the Secretaries of War and of the Navy said they thought important land and naval engagements were likely to take place there, and the government sent experts flying South to establish fortifications, a signal service and patrol, to lay mines and cables for torpedoes, and put over 1500 miles of seacoast in a condition of defence.

To expedite this work General A. S. Badger organized a committee made up of representative men having interests in the South, with members of the great trunk lines of railroads on a transportation committee, and representatives of steamship and steamboat companies on a floating transportation committee.

The Defence Committee was made up of a dozen or more sub-committees whose work was most effective in actively aiding the government. They pledged themselves to expend, if need be, the \$5,000,000 it was considered would be necessary to put New Orleans in a state of defence, both from invasion by sea or by the river.

General A. S. Badger, head of the Defence Committee, was a gallant Union officer of a Massachusetts brigade in the Civil War. When New Orleans was placed under martial law he was at the head of the Police Department.

During the battle of the fourteenth of September, over twenty years ago, he was desperately wounded and almost completely scalped. Ere the death-wound was given he managed to give a Free Mason's sign to Joe Macheca, who fought his way to the side of his enemy and carried him off the field surrounded by the bayonets of the White League.

Captain B. D. Wood, chairman of the Floating Transportation Committee, is a Pennsylvanian, and for many years has been a prominent steamboat man and merchant. His special work was laying mines and torpedo cables in the Mississippi River, and arranging for the supply of ammunition, etc., to the forts.

Here operations were carried on all day and all night from the moment when war became imminent. They cost about \$400,000 to \$500,000, the forts being fitted with new 10-inch, 8-inch, and the old 15-inch guns. A number of 10-inch rifles cost a fortune. Farragut passed between the forts, with Dewey, in 1862, in the face of a terrific fire.

The Electric Service Committee included the richest expert electricians in the State, who immediately put appliances, engines, and men at the service of the government in establishing a torpedo cable and signal service system.

Captain T. J. Woodward, chairman of Executive Committee on Defences, is a native of Maine, and during the Civil War commanded four ships, one of them the ironclad *Allan*, which wrought havoc in Southern rivers—more particularly the James, in Virginia. He was promoted for gallant service in 1862. It is said that he will succeed Hon. T. S. Wilkinson as Collector of the Port of New Orleans. For thirty years he has been one of the foremost men in that city.

All the branches of surveying and engineering were placed in the hands of the most experienced men in the State, while the Foundries Committees were under the direction of Hon. Hamilton Dudley Coleman, a native of Pittsburg, Pa. Mr. Coleman was a gallant young Confederate officer. He owns a big foundry, and kept four others busy turning out explosives for use all along the coast. Congress has a lively recollection of the man who "brought down the house" by singing a darky song which he thought applicable to a certain subject, and Congress cried for "more!"

A first-class signal service and frowning fortifications now protect all the harbors on a stretch of coast that two months ago was defenceless, and that lies in easy reach of all Central and South America.



CAPTAIN B. D. WOOD



CAPTAIN THOMAS J. WOODWARD

## THE COAST DEFENCE COMMITTEE





ALFONSO XIII, KING OF SPAIN

Alfonso Leon Fernando Santiago Maria Isidro Pascual Antonio, the youthful monarch whose future career is at this time a matter of deep concern to his mother and a topic of considerable interest to intelligent people in every civilized country, witnessed his country plunged in warfare while only in his thirteenth year. He belongs to a branch of the old French house of Bourbon, established in possession of the Spanish monarchy by the intrigues of Louis XVI., at the beginning of the eighteenth century upon the decease of the last Spanish king of the house of Hapsburg. Physically, he is fairly strong and inclined to be vivacious. Close observers describe him as lively and good-natured. His bodily training has, up to this time, been carefully cultivated. The young King rides on horseback, uses a bicycle expertly, and is fond of all outdoor games. Mentally, he is clever but not precocious. Of tutors he has an ample variety. He speaks English, Austrian and German, in addition to the language of his country. His education in all branches is being closely watched. Alfonso, according to the best authorities, dislikes state functions and takes pleasure in teasing and worrying state functionaries, lay and clerical. He has little or no respect for ceremonies or the high dignitaries of the realm. His two sisters, Mercedes and Maria, are aged eighteen and sixteen respectively.

Dona Maria Christina Roniero of Hapsburg-Lorraine, mother of the Boy-King of Spain and, so far as events permit, guardian of his destiny, is the second daughter of the late Archduke Charles of Austria, and a member of the ill-fated house of Hapsburg. Her marriage with Alfonso XII., King of Spain, took place November 29, 1879, this being his second matrimonial alliance. Alfonso, the present king; Mercedes, named after the late king's first wife, and Maria, are children of this union. When Alfonso XII. died in 1885, Maria Christina became Queen Regent in her twenty-seventh year, and has fulfilled the duties of her position with infinite credit. Her display on all occasions of becoming dignity, courage and general good sense has frequently been noted. Her demeanor is described as "grave and reserved beyond her years;" her every action is and has been consistently prudent and without levity. Good judges of female beauty say that Maria Christina is not handsome or pretty—hardly even pleasing at first sight. Her features are Austrian; her eyes steel blue, her hair an ashen blonde. The Queen Regent speaks Spanish purely and fluently, yet with a distinguishable accent. In religious matters, her devotion to the faith of her fathers is so earnest as to be remarkable, even in the country of her adoption. The people of Spain esteem her very highly for her many lovable qualities and for her devotion to her son.



THE QUEEN REGENT OF SPAIN



THE PRETENDER TO THE SPANISH THRONE

It is not generally known that Don Carlos was for some years the actual ruler of a large portion of Spain. The country was under his administration; he even issued his own postage stamps. To this day his partisans in the north have maintained an unswerving loyalty—there are Carlist clubs in every town and many villages in Spain. Carlist newspapers are also published in many parts of the country, Madrid having an important daily paper devoted to the cause. Long before the outbreak of the Spanish-American war the Carlists had been loudly expressing their dissatisfaction at the conduct of affairs in Cuba. When war actually broke out between the two countries, however, the Carlists made one cause with the adherents of the ruling house. Don Carlos, as head of the house of Bourbon, is *de jure* King of France. He now passes the greater part of his time in his palace on the Grand Canal in Venice, where all Spaniards who come to pay their respects receive a cordial welcome. He is tall and handsome, with very engaging manners. A consummate horseman, he is also a splendid soldier, and during the Carlist war endangered his person far more than his adherents liked. Don Carlos was recently married a second time to the Princess Berthe de Rohan, a descendant of the ancient sovereigns of Brittany. His son and heir, Don Jayme, is now serving in the Russian army.

## SPANISH RULERS



**ROYAL PALACE, MADRID.**—The Royal Palace, Madrid, stands on rising ground overhanging the Manzanares. It occupies the site of the ancient palace of the Visigoths, which was destroyed by fire. It is built in the style of the Renaissance, forming a square 404 feet on every side. The palace contains a court, 120 feet square in the centre. The buildings, 100 feet in height, are built of the same polmenar granite, and the walls are covered with marble. The old palace was destroyed by fire. The present structure, built entirely without wood, and with all its apartments vaulted, was begun by Philip V. in 1737, and finished in 1764. It contains one of the finest collections of paintings in Europe. A notable fact in connection with these paintings is that French art is conspicuous in its absence. Some of the apartments of the Royal Palace, particularly the king's hall, which is embellished with mirrors of extraordinary size, are ornamented in a style of great beauty, no expense having been spared by successive reigning sovereigns to render it one of the most magnificent buildings in the world. The palace is a depository for all state documents, and here may be seen the throne of Philip II., a marvellous work of art. It is rich in gold embroidery and massive silver decoration. The pillars are of rock crystal, three feet in height. This throne is studded with ornaments of the most valuable precious stones. The palace library consists of 100,000 volumes, while in the armory are 2533 specimens of arms and armour.





**THE QUEEN'S BODY-GUARD.**—This is a view of the Queen's Body-Guard marching past the eastern front of the palace in Madrid, on their way to relieve guard. The men's arms are gold-hilted rapiers and silver-plated halberds. They are chosen for their good looks and uniformity of stature. They are better and more regularly paid than any other regiment, and for this reason places in their ranks are much coveted. The palace around which their duty centres is one of the largest and most imposing in Europe. When Napoleon I. entered it with his brother Joseph, he exclaimed: "You are better lodged than I am!" In spite of their gay appearance, the sight of the Queen's Body-Guard in the street, heralding the approach of Her Majesty, awakens feeble interest. The people of Madrid are not by any means demonstrative in their loyalty; they take no notice of the national anthem—not even a hat is raised when it begins, and even when the Queen Regent drives out with the King, hardly any one salutes them.





**CHANGING THE GUARD AT THE ROYAL PALACE, MADRID.**—This ceremony takes place in the Plaza de Almas, a great square formed by two wings of the Royal Palace and the frontage which contains the royal apartments. Our photograph was taken at the moment that the band, having entered the Plaza, strikes up the Royal March, which was composed by Frederick the Great of Prussia. The relieving guard, with its two field-pieces, turns to the right on entering, and marches along the west side of the Plaza, the band playing the whole time. It is composed of a company of infantry, one of cavalry and two guns. The guns to the left of the photograph are waiting to be relieved. The domed building in the background is the cathedral Nuestra Señora de la Almudena, which is at present unfinished. Its story is an interesting one. By the ancient laws of Spain no queen who has not borne an heir or an heiress to the throne can be buried within the limits of the Escorial, the burying-place of the kings and queens of Spain. The late king, Alfonso XII., married twice. His first wife was his beautiful French cousin, Mercedes de Montpensier. She died six months after marriage, and the king commenced to build this magnificent pile opposite to his own palace windows as a resting-place for her remains and a monument to her memory. If it is ever finished it will be one of the finest buildings in the Spanish capital. Our second illustration shows the guard to be relieved drawn up opposite to the relief. The mounted figures in the centre are the colonels commanding the guard. They are saluting before the royal apartments, and exchanging the password of the day. It is usually at this moment that the Queen Regent and the young King make their appearance on the balcony, but they do not often do this now.



**THE PREMIER OF SPAIN.**—Señor Praxedes Mateo Sagasta, to whom was given the heavy task of guiding the policy of Spain during the war with the United States, was born at Tomecilla, July 21, 1827. He was trained for the profession of an engineer, but the blood in his veins ran too hot for so peaceful an occupation. In 1856 and 1866 he took part in two popular risings and after each demonstration had to take refuge in France. He had a seat in General Prim's Cabinet in 1868; he supported Amadeus; held office under Serrano; and under the new monarchy was Liberal Minister in 1881-83 and 1885-90. In 1893 the Liberals under Señor Sagasta won the general election, but disagreements in the Liberal Cabinet led to the accession to office of Señor Canovas del Castillo in 1895. On the assassination of Canovas in August, 1897, there was considerable friction among the Conservative majority, and a Liberal Cabinet eventually took office under Señor Sagasta.







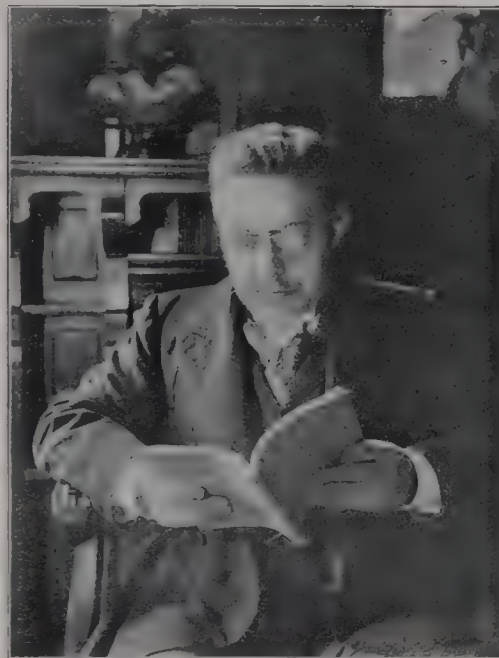
**THE UNITED STATES EMBASSY AT MADRID.**—Our photograph of the United States Embassy at Madrid was taken just after the hauling down of the Stars and Stripes and the departure of General Woodford. The building has no architectural pretensions. It is one of the most simple and business-like diplomatic establishments in that city. The rooms within the building are plainly and frugally furnished. The one thing remarkable in the reception room is a life-size picture of General George Washington. Notwithstanding its appearance, the Embassy at Madrid must henceforth be a place of note in the world's history. Its last occupant before the war, General Woodford, figured conspicuously in April, 1898, in the shaping of several famous historical incidents. It was on April 7 that the six great powers of Europe presented a joint note to President McKinley, expressing a hope that peace with Spain might be preserved. Two days later the Spanish Cabinet decided to suspend hostilities in Cuba. On April 20 the President of the United States sent an ultimatum to Spain requesting the withdrawal of the Spanish forces from Cuba, and calling for an answer on or before April 23. Then followed in rapid succession the Queen Regent's warlike speech; the resignation of the Spanish Minister at Washington; the receipt of the President's ultimatum by General Woodford; the request of Spain, before he was able to deliver the documents, that our Ambassador at Madrid should leave the country; and, finally, his departure to Paris.



GENERAL STEWART L. WOODFORD

DURING the time when President McKinley and his advisers were making such earnest efforts to bring about the pacification of Cuba without a resort to arms, their labors at Washington were ably seconded by General Stewart L. Woodford, the United States Minister to Spain. His appointment was considered a very high compliment, as the negotiations to be carried on were of such an intricate and delicate nature as to tax the powers of the most highly trained diplomat. But General Woodford was admirably fitted for the task imposed upon him. Even before our Civil War he had made a fine reputation as a lawyer and politician. He entered the army as a private and came out a major-general. From that time he was constantly in the public eye as a learned legal advocate and a brilliant politician. When apprised of his appointment, on June 14th, 1897, he was at Ithaca attending a meeting of the Board of Trustees of Cornell University. He went immediately to Washington and was soon on his way to Madrid with important propositions from our Government. In the delicate negotiations which followed he upheld in a most yet diplomatic manner the principles for which we were striving. But all his efforts were of no avail: for when the resolution declaring for armed intervention passed, he was at once handed his passports, even before he could present our ultimatum.

THE publication of an imprudent letter brought to a sudden end the residence in Washington of Señor Dupuy de Lome, who had for some time been the Minister of the Spanish Government. The letter referred to spoke in such a disrespectful way of President McKinley, and was such an evidence of bad faith on the part of Spain with regard to the proposed plan for Cuban autonomy, that our State Department instructed General Woodford at Madrid to inform the Spanish Government that the United States would naturally expect to receive at least an expression of regret for the incident and a disavowal of the sentiments contained in the letter. The Spanish Government, however, seemed to consider de Lome's resignation quite enough, and the insult therefore stood without an apology. On February 15th it was announced that Señor Luis Polo y Bernabe, whose portrait is shown below, had been chosen as the permanent successor to de Lome. The new minister was a son of Admiral Polo, formerly Minister to Washington. He presented his credentials on March 12th, and although well acquainted at the Capital, his position was not the most pleasant, owing to the action of his predecessor and the growing distrust of Spain which was fast filling every department of our Government. He was no doubt glad when the strain was over, and his passports were handed him on April 20th, his tenure of office having lasted but little over a month.



SEÑOR LUIS POLO Y BERNABE

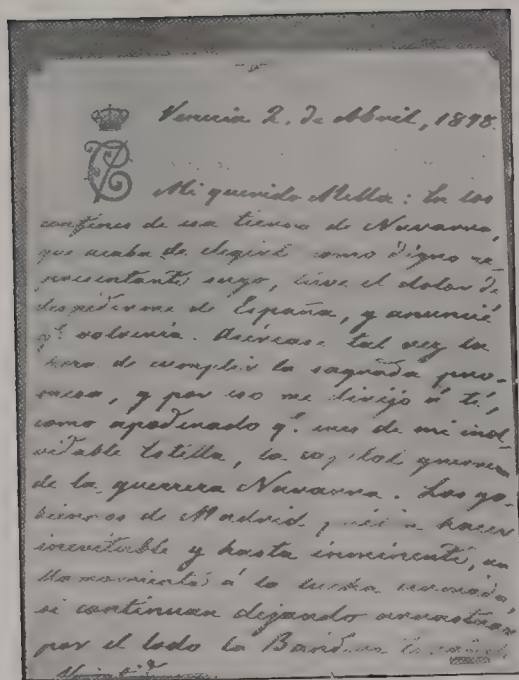


MAJOR-GENERAL FITZHUGH LEE

FOR some time prior to the declaration of war, there was no name more prominently before the public than that of General Fitzhugh Lee. He was born in 1835, of a distinguished Virginian family, being the nephew of General Robert E. Lee. He entered the Confederate Army and served gallantly as a Major-General of Cavalry. From 1886 to 1890 he was Governor of Virginia, and during President Cleveland's administration, when a firm stand was found necessary in Cuba, General Lee was appointed Consul-General. He at once accepted, and from first to last was a central figure in the conduct of Cuban affairs. When the *Maine* was destroyed, relations between the United States and Spain were so strained that it was freely reported that General Lee was in danger of personal violence. He was, however, unmoved by threats, and never for a moment swerved from his course as an aggressive representative of the policy of his Government toward both the Cubans and Spanish. He denounced the loss of the battleship *Maine* as a Spanish outrage, but exonerated Captain-General Blanco from any personal complicity in the affair. Just prior to the declaration of war, General Lee left Havana. He was afterwards made a Major-General of Volunteers, it being the expressed intention of the Government to place him in command of the land forces sent to capture Havana. The war closed, however, before the operation became necessary.

# IN THE DIPLOMATIC WORLD





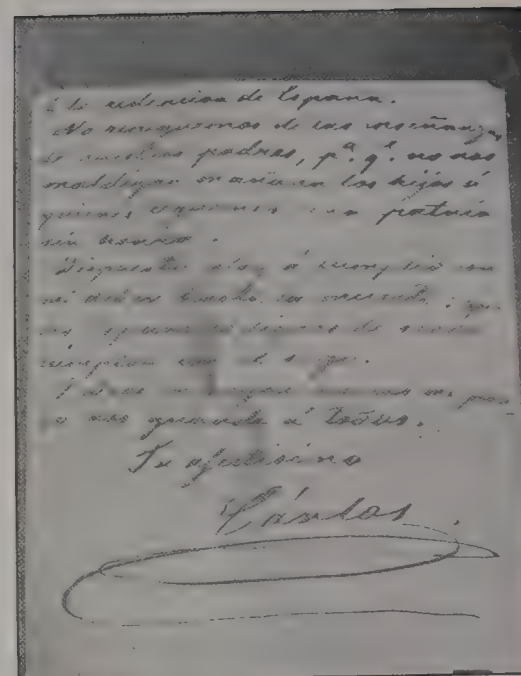
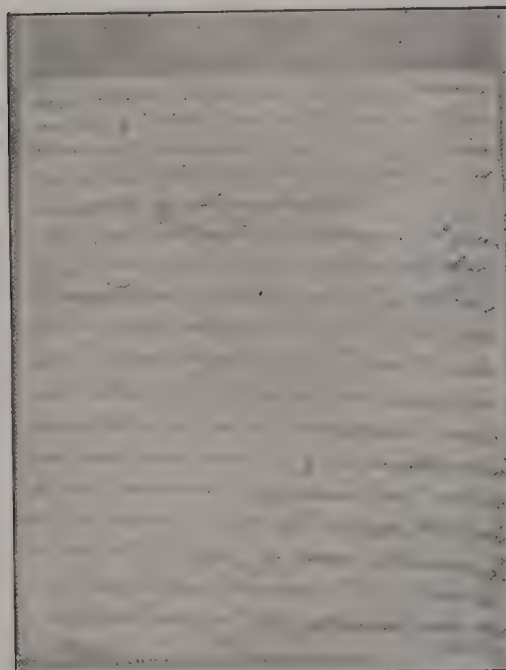
We reproduce here the most interesting portions of the famous letter from Don Carlos, the Spanish Pretender, to Senator Mella, the Carlist whip in the Cortes, in which he declared that while Spain was in danger he would forego his private claims and unite all his followers for Spain against her external enemies. It was expected that this letter would form the text of a pronunciamiento by Don Carlos should revolution follow a reverse of the Spanish arms. To the world at large and to many of his own followers this letter came as a surprise. Spain alone of all the countries to whose thrones there are pretenders has always been looked upon by the Legitimists as a field where really practical work remained to be done with a fair prospect of success. Even before the possibility of war with the United States arose there was talk of a Legitimist rising in Spain on the grounds of the general dissatisfaction throughout the country at the misconduct of affairs in Morocco and more especially in Cuba. Very active measures were being taken to prepare for a favorable moment when Don Carlos should give

the signal for the resumption of hostilities. On the outbreak of the late war it appeared as if this moment had arrived, but Don Carlos, whatever his less responsible followers would make him, had the welfare of his country too nearly at heart to advance his personal cause at the moment of national peril.

#### LETTER OF DON CARLOS TO SENATOR MELLA.

"VENICE, 2 April, 1898.

"My Dear Mella: At the frontier of that land of Navarre, for which you have just been elected as a worthy representative, I had the sorrow of taking leave of Spain, while announcing that I would return. The time is perhaps approaching to fill the sacred promise, and for this reason I address you, as my proxy, representing my never-forgotten Estella, the warlike capital of warlike Navarre. The Madrid government may make inevitable, and even imminent, a



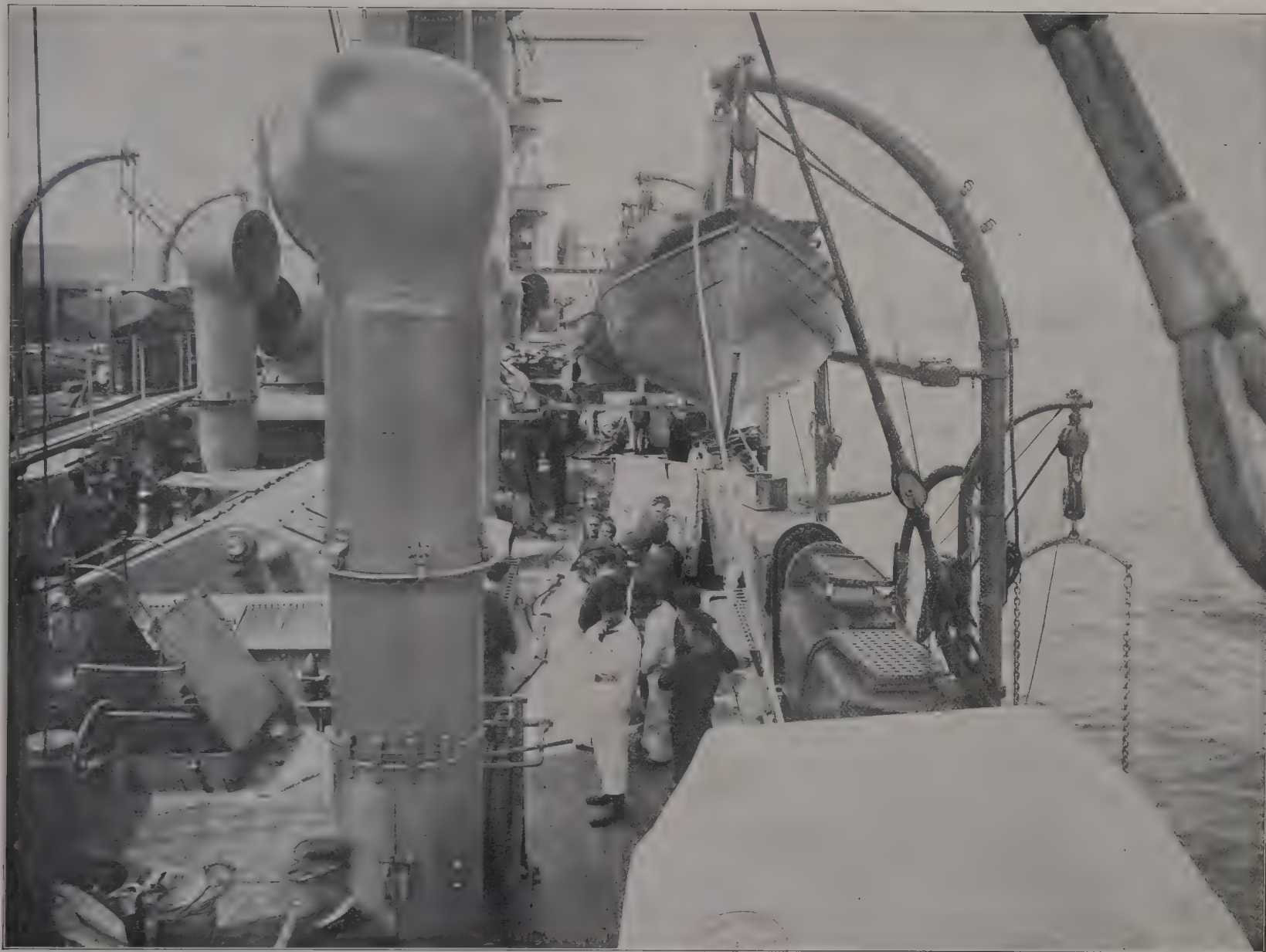
call to armed strife, if it continues to allow the flag of Spain to be dragged through the mire. . . . But I say to the two national powers that are still defending themselves courageously against the feminine enervation of the Regency—the people and the army: If those in Madrid pick up the gauntlet thrown from Washington into the face of Spain, I shall continue giving the same example of self-denial as heretofore. While feeling desperate because I cannot participate in the combat except by tendering my wishes and the influence of my name, I shall extol with all my heart those who will be fortunate enough to go to the field of battle, and shall think that the Carlists will be serving my cause when enlisting themselves for the war against the United States . . . to the salvation of Spain. Let us not disown the teachings of our forefathers, so that we may not be cursed in the morrow by our children—our fate if they receive in legacy from us a dishonored fatherland. I am determined to do my duty until death; let the Spaniards worthy of this name do theirs, and may God, in whose hands I place myself, keep us all under His guard.

"Yours most affectionately,

"CARLOS."

## THE FAMOUS LETTER OF DON CARLOS



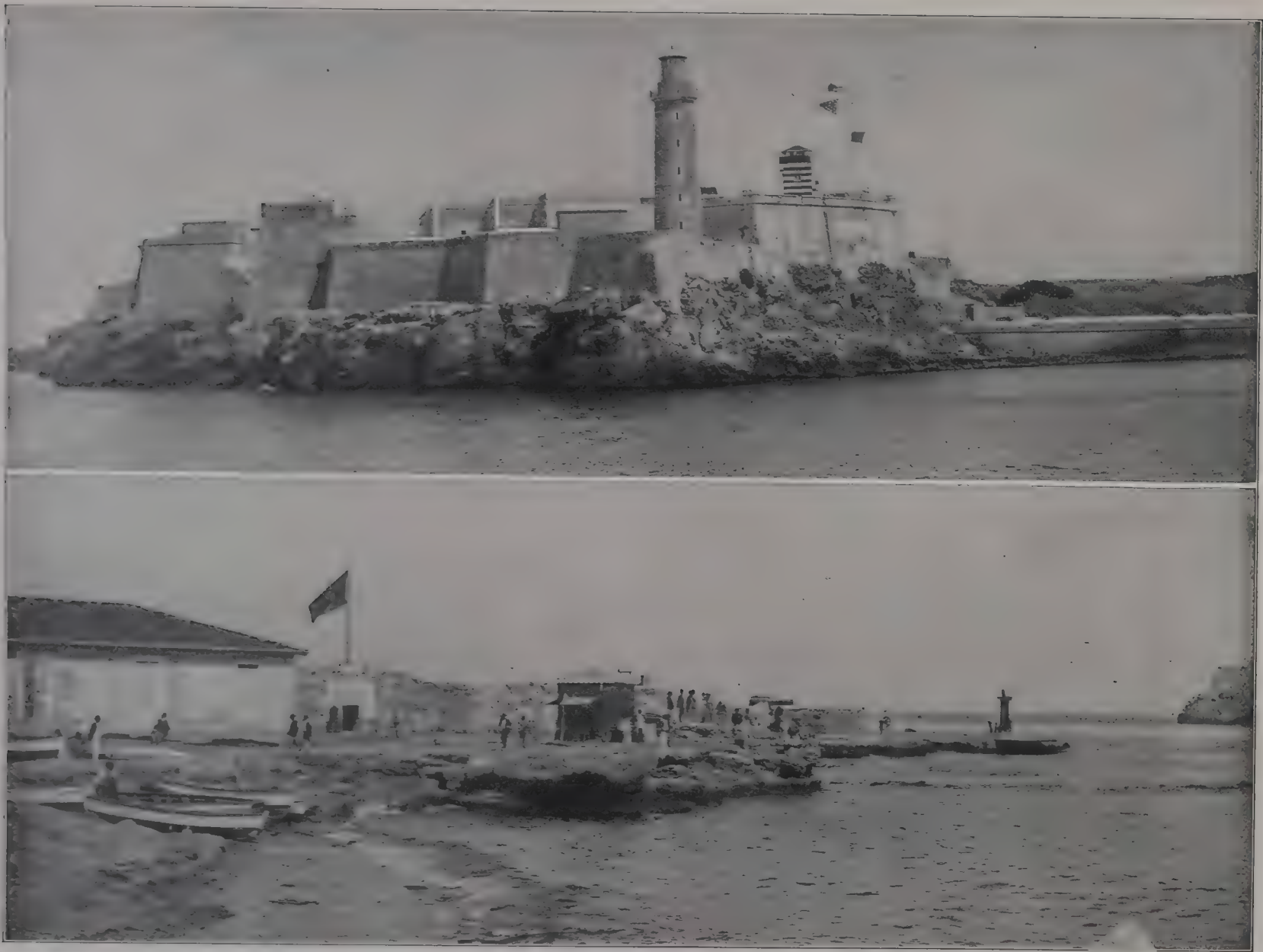


**ON THE POINT OF SAILING.**—This is a scene on board the protected cruiser *New Orleans*, formerly the *Amazonas*, built in England for the Brazilian government, and purchased by the United States just before the war. The view was taken five minutes before the vessel sailed from the Brooklyn Navy Yard, and indicates from that fact how few minutes are needed for a well-commanded, well-disciplined man-of-war to change from a state of repose to one of great activity. Five minutes after the picture was taken, the officer of the deck gave the quiet order "unmoor ship." The boatswain's mates instantly piped shrilly, repeating the order in stentorian notes. The bluejackets jumped to their stations, and everything was ready in less time than it takes to read this. Lines were then cast off, others held to help "spring" the vessel away from the dock, and when clear these, too, were let go, the engines slowly turned over, and after a little skillful maneuvering in the narrow waters of the yard, the big craft headed down the East River. The commanding officer of the *New Orleans*, Captain W. M. Foster, is one of the best officers in the navy, being fully the equal of "Fighting Bob" Evans in bold pugnacity, and without a superior in the higher realms of scientific warfare. He is regarded by many as the leading ordnance expert of the navy. The *New Orleans* played a prominent part in silencing the batteries near Santiago, May 31, 1898. On June 14 she shelled the emplacements half a mile east of Morro Castle, and on July 17 captured the *Olinde Rodriguez*.



**CAVALRY ON THE WAY TO THE FRONT.**—The cavalry branch of the military service, next to the artillery, is the hardest-worked branch in any army, except in the Indian division of the British forces. There, in the tropics, natives do much of the stable work, and, to their credit be it said, they do it well. Elsewhere, the cavalryman, like his comrade, the artilleryman, has to water, feed, and otherwise care for his own horse at least; often, in times of war and other emergent periods, he has to accept his share of responsibility for the horses of men who are temporarily or permanently disabled. When it becomes necessary to transport any of the mounted branches by boat or rail, the amount of physical strain and perpetual discomfort and unrest experienced by officers, men, and horses is simply terrific. The gay trappings and ornaments, so captivating when seen on dress parade, are each and all a source of worry and vexation during the move, although in actual war they are left behind, and only the plain campaign uniforms carried. It is a time to try men's tempers. The horses, sagacious in barracks, camp, or on the march, cannot comprehend, nor do they relish in the least the extraordinary gymnastic feats in which they are called upon to play a leading part. Our photograph shows the 6th Cavalry from Ft. Meyer, Va., leaving Washington, D. C., April 19, 1898; the army having been ordered to mobilize four days previously.





**THE FORTS THAT FACED THE FLEET.**—On April 22 the blockade of the Cuban forts commenced, a large portion of the American squadron lying off the coast. This is the best protected city in the island. Morro Castle, however, though the most prominent, is the least formidable of the fortifications. It is a sombre structure, a grimacing aspect whose interior fulfills to the utmost letter the unpleasant promise of the battlements. Stripped of all armament save a few small guns the old-time stronghold is a signal station, a pedestal for the great lighthouse, and a prison. The cells, which before the war were filled with Cuban captives, are horrible—the white-washed walls mouldy with mildew, and the floor covered over, rudely engraved by successive generations of prisoners. No cot, not even a stool, was provided for the comfort of the wretched inmates whose incarceration in this fortress was made more unbearable by the bold attacks of ferocious rats and other vermin which infest the castle and make their abode in the dungeons. Opposite Morro Castle, on the side of the harbor entrance, is quaint old Castillo de la Punta. Havana, however, depends chiefly for its defence on the fortified hills beyond the castle. The battery at Playa de San Juan mounts two magnificent 12-inch Krupp guns, while to the eastward is a still uncompleted battery with four 8-inch guns and a few small mortars. To the westward also runs a long battery extending from La Punta along the shore to the ancient Castle of Carmelo, the oldest building of European construction in the New World.





**THE BLOCKADED LAND.**—Four typical views of Cuba are given here. The valley of the Yumuri is situated in the province of Matanzas, and lies behind the fortifications from which the first shots were fired at the blockading squadron under Rear-Admiral Sampson. Whoever has visited the spot will not dispute the assertion that it is the most beautiful valley in the world—a valley of exquisite greenery, the infinite variety of its shades appealing the more strongly to the beholder, lying as it does under a blue sky, beneath the glare of a tropical sun. Not one thing is lacking at Yumuri which is needed to make up a lovely landscape. The broad plain with its wonderful verdure is watered by ocean inlets, by a river winding picturesquely among the trees, while as a background to the whole are the mountains which, no less than the valley beneath them, have been the stage of many romantic dramas and much sad history. Other photographs show Havana harbor, with the last Spanish cruiser to leave its shelter lying at anchor, and our special photographer at ease in the native carriage in which he traveled through the country.



**A CHURCH USED AS A CUSTOM HOUSE.**—The building employed by the customs officials in Havana is an old church, one of the many marks of the place. Indeed there is about the city something that is quite venerable. The majority of the buildings, even, are old, and it is evident that they were erected without any cost. It is a city of palaces, of elegant marble structures which, in spite of the narrowness of the streets, are nevertheless imposing. Among the beauties of Havana is the chapel where mass was celebrated for the first time in the New World. There was then no sacred edifice, the only shelter over the head of the officiating priest and his scanty flock being one of Cuba's giant trees—just such a tree as now grows beside the marble walls of the chapel. The uniform of the Spanish custom house officers is not unlike that of the soldiers. Their particular badge of office is a little red ribbon worn on one side of their straw hats.



**THE NAVY YARD AND CUSTOMS WHARF, HAVANA.**—The Navy Yard at Havana adjoins the Custom House, lying about one mile and a half from the mouth of the harbor. At the time of the blockade of the city it was particularly well equipped. There is a brand new dry-dock capable of taking in vessels of large size. Immense quantities of ammunition are stored there from which all the surrounding forts are supplied. In front of the out-buildings stands a huge crane, one of the biggest in the world, employed principally for "stepping" masts, lifting boilers and machinery in and out of vessels, and conveying heavy guns aboard. The "shears" are also occasionally called into requisition to lift a boat completely out of the water when repairs are necessary below the water line. It is the landing stage in front of the Custom House which is used by every one who wishes to reach or leave the city by water. In fact, during the Cuban wars it was not permitted to take a boat from any other point.





**BATHING HORSES, HAVANA HARBOR.**—Our photograph shows the horses from the stables of the Captain-General, and from those of some of the officers quartered in Havana, having their morning plunge in the harbor. Early each morning, even during the blockade, they were taken out for this purpose. Salt-water bathing has a most beneficial effect on horses; indeed, during the hot weather in Havana, horses in hard work could hardly get along without their plunge. They are allowed to stand for twenty minutes or so up to their necks in the water, some of them voluntarily going out of their depth to swim. The Cuban horses belong to a very hardy breed. Swift, easy, sure-footed as mules, they will face unflinchingly the seemingly impenetrable undergrowth that makes travel in all parts of the island a matter of impossibility on untrained horses. The natives throughout the islands, women as well as men, are magnificent equestrians. This is one of the secrets of the surprising fight they have made. The Spanish, even when mounted on Cuban ponies, were no match for them.



**THE SPANISH LIGHT MOUNTAIN ARTILLERY.**—Our photograph, taken in Havana, shows the Colonel and Officers of the famous Spanish Fourth Light Mountain Artillery. The corps to which they belong is one of the smartest in the Spanish army, and has done excellent service for its country. The artillery of Spain is divided into several branches, practically corresponding with the branches established and maintained in other European countries. It includes five field regiments with 9-centimetre guns, two riding batteries, nine field regiments with 8-centimetre guns, two mountain artillery regiments, with 8-centimetre guns to four batteries, nine regiments for fortification duty, and seven mechanic or artisan companies. There are seven reserve depots, an artillery school, and an artillery museum. The total strength of Spanish artillery in times of peace is 9860 men, and 3630 horses. For war, 47,400. The officers of each battery include a commander, two lieutenants, and one second-lieutenant. The artillery uniform is dark blue. There is a single red stripe along the seam of the trousers. The peculiarly-shaped cap worn by Spanish artillery is commonly known as the *ros*.





**BRINGING FOOD TO A BLOCKADED CITY.**—While daily anticipating both bombardment and siege, the greatest anxiety of the City of Havana was as to its food supply. So great had been the desolation of Cuba's fields that food of native production had long been scarce, and when the blockade cut off supplies from outside, the vital necessity of victualing the town and its defences became equal in importance to strengthening the latter. The railroads had been bringing in the scanty food and forage of the island as well as their limited capacity and exposure to insurgent interruption would permit, but extensive resort was had to more primitive methods of transportation, chief among these being the slow, ponderous, awkward native mule teams which abound throughout Cuba. Hundreds of these were impressed into the military service, and during the blockade scoured the meagre fields for provender to be carried into the city. Most of the supplies secured were converted into rations for the garrison, as stern war demands that the soldiers are the first to be fed, the non-combatants coming after them in the distribution of the necessities of life.



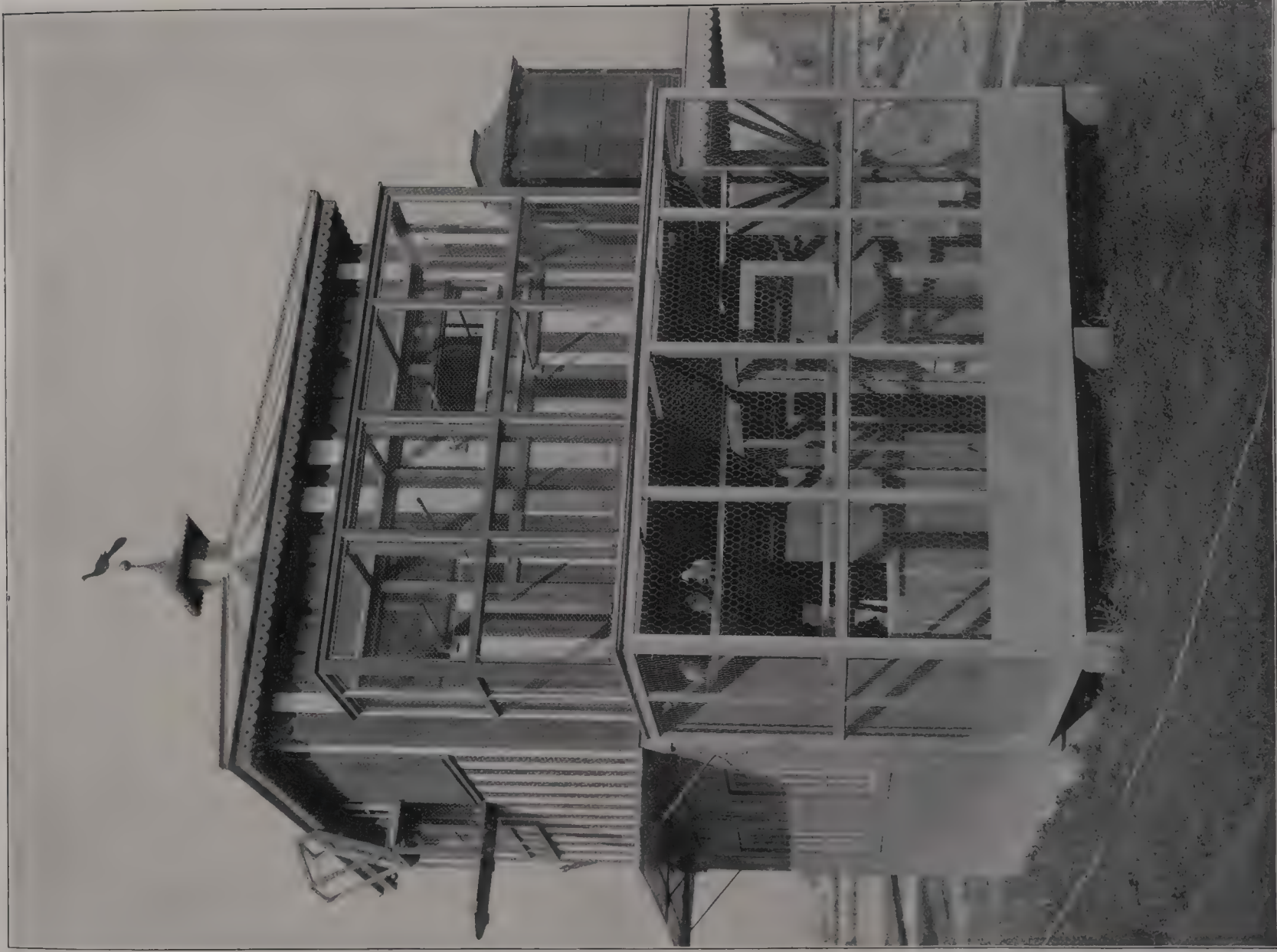


**HAVANA HOSPITAL.**—Havana during the blockade was an uninviting place of residence. Thousands of men from the cigar, tobacco, and other factories were idle and literally starving to death, with wives, children, parents, and other relatives utterly helpless and in despair. The hospitals were full—what the interiors were like our photograph shows. The wharves were cleared of merchandise. Not a box, barrel, or sack was to be seen. Few people ventured on any of the thoroughfares. Families remained at home, often living together in a single room to reduce expenses. Many who were once in comfortable circumstances, having houses or apartments, were crowded together—husband, wife, children, parents, and grandparents—in a compartment intended for one or two at most. Prices for necessities were doubled; wages were cut in half; oftentimes no wages were paid, bad food and worse shelter taking the place of reduced pay. Gas was cut off from the stores in order to save coal. Only one-fourth of the street lamps were lit. Altogether, the state of Havana was terrible, and worse than anything else were the hospitals.



**SOLDIERS CELEBRATING MASS AT HAVANA.**—Our photograph was taken at the moment of the elevation of the Host at the celebration of mass in Havana barracks. The Roman Catholic Church being the state religion of Spain, there exists a special organization charged with the spiritual welfare of the army and navy. It is called the *Clero Castrense* or military clergy. A chaplain is attached to the staff of every regiment or battalion. There is also a chaplain on every large warship. These clergymen celebrate mass either within a church or in the open. When mass is to be said in a barrack yard, a picket mounts as guard of honor around the altar. During the celebration a sergeant or corporal of the regiment assists in the place of a trained acolyte. While the elevation of the Host and the Calix is taking place the band and buglers of the regiments play the royal anthem in honor of the King of kings, the whole force present remaining in a kneeling attitude with bowed heads. It is an interesting and highly impressive spectacle. The solemnity of the occasion is intensified when mass is celebrated on a large camp-ground, in the presence of an army corps. It is the custom among the military of Spain to celebrate mass immediately before entering the battle-field, whenever a severe and perhaps decisive conflict of arms is anticipated.





**CARRIER-PIGEONS IN WARFARE.**—Before the commencement of the war over 2,000 carrier-pigeons were housed in this gigantic cage. Nearly all of this great number were soon on active service with the warships. Opinions differ considerably as to the practical value of carrier-pigeons for transmission of important messages during operations against an enemy. One authority declares, as a result of investigation, both on his own part and the part of other experts, that the extensive use of pigeons to carry despatches and the like have not, as a rule, been justified by results. "Although," says the writer, "there are instances when they have been used to great advantage, and when they have been the only means of communication, there seem to be obstacles to their certain and systematic use in the time of actual hostilities. It is a fact that, despite the greatest care in training, the pigeon sometimes fails at the critical moment. When it succeeds, however, the stake is generally very great." What may be done is well illustrated in the results achieved by a perfect system during the Franco-Prussian war. While hostilities were in progress, sixty-four balloons crossed the Prussian lines, carrying with them 360 pigeons, 302 of which were sent back to Paris during a terrible winter without previous training, and from localities often situated at a distance of over 120 miles. Ninety-eight birds survived the enemy's fire and all other dangers, returning to their cotes at the French capital. Seventy-five carried microscopic despatches. The contents of these despatches were equivalent to a library of 500 volumes, representing 150,000 official and 1,000,000 private despatches.



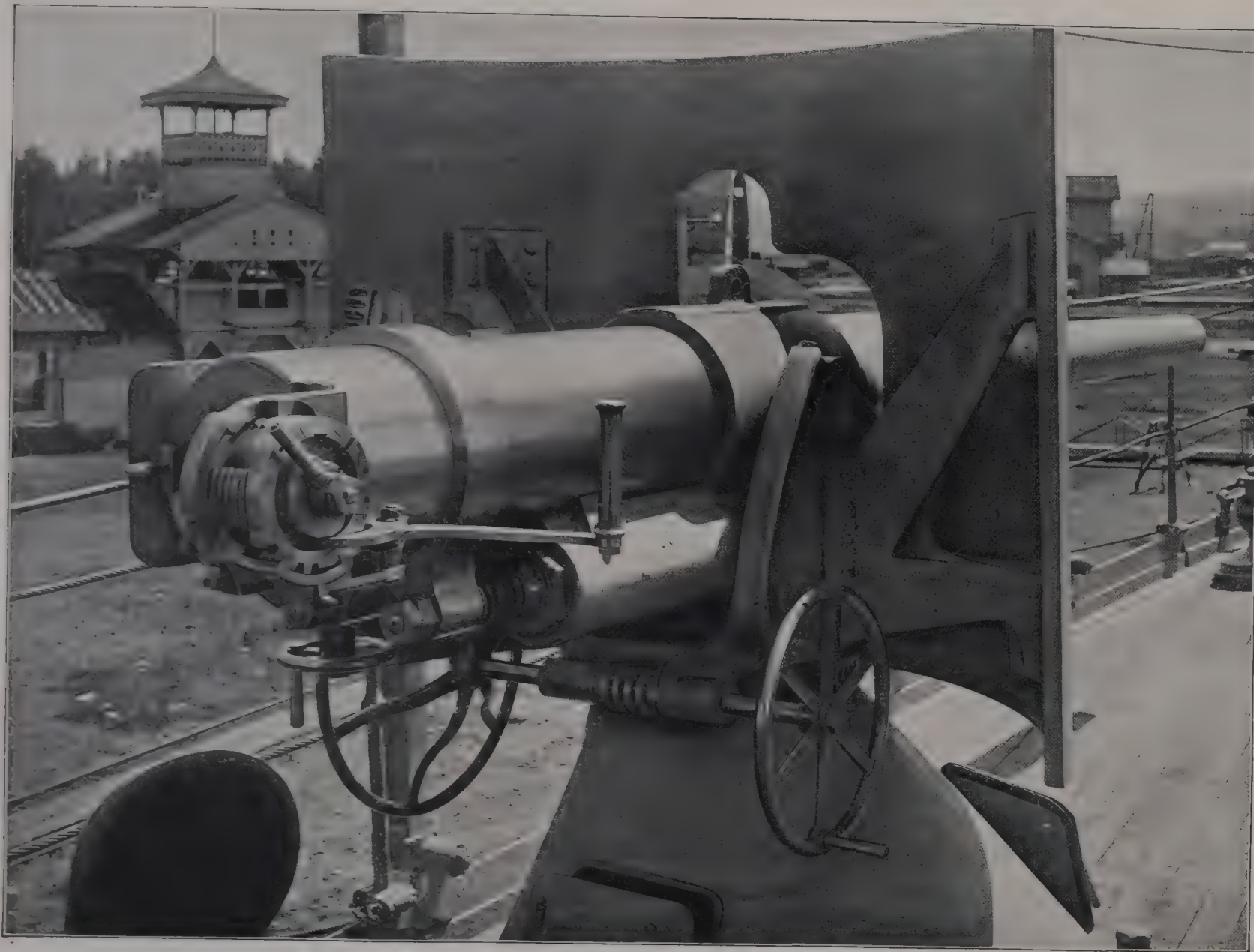


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**THE LIGHT-WEIGHTS OF NAVAL WARFARE.**—On April 23, the *Porter* with the gunboat *Helena* captured two Spanish schooners and a steamer. Two days later she effected a daring landing on the Cuban coast. She was present at the bombardment of the forts near Porto Rico, May 12. Off Santiago, early in the blockade, the *Porter*, shown in our illustration, picked up a torpedo which the Spaniards had discharged at the *Merrimac* when Hobson took her in, and Lieutenant Fremont had it secured in the gangway of his little vessel, where the enemy could be tantalized by seeing it as the *Porter* steamed to and fro past the batteries. There is no duty in modern warfare so dangerous as that on board a torpedo boat. Utterly without protection against an enemy's fire, these little craft are required to dash at full speed at the foe, deliver their deadly torpedo and then turn and fly for safety. It is a dash, a stroke, and then run. During this time they are exposed to the fire of perhaps a score of rapid-fire guns, and lucky indeed is the boat that survives long enough even to launch her torpedo. The *Porter* is an excellent specimen of her class, being swift and efficient. She is under the command of Lieutenant "Jack" Fremont, a dashing officer, and a worthy son of the famous "Pathfinder" Fremont. During the war, torpedo-boats were utilized for a variety of purposes quite different from that for which they were originally designed. For carrying dispatches they are peculiarly adapted, owing to their high speed, and they performed many daring feats of scouting and reconnoitering.



**THE GUNBOAT "HELENA."**—Our photograph shows the famous gunboat *Helena* in her war-paint. This vessel was built in 1894; her displacement is 1392 tons. She is comparatively a slow boat, her best speed being 13 knots an hour. The horse-power of the *Helena* is 1600, while the cost of her construction amounted to slightly more than a quarter of a million. She is armed with eight 4-inch rapid-fire guns, four 6-pounder rapid-fire guns, four 1-pounder, and two Gatling guns. Special illustrations have been devoted elsewhere in these pages to the *Helena's* rapid-fire guns. The Gatling guns consist of a series of barrels grouped around a central shaft. The number of the barrels varies from 5 to 10. A Gatling gun with ten barrels can fire from 600 to 1200 shots a minute. The *Helena*, it will thus be seen is armored in a manner to make her a very formidable aggressor, and she did good work in assisting in the capture of Spanish vessels on April 23. On April 28 she made prisoner the fishing smack *De Sepembre*, and on July 21 with six consorts destroyed five Spanish gunboats, a transport and other vessels at Manzanillo.



**THE MOST DEADLY OF ALL WEAPONS.**—The 4-inch rapid-fire gun, with which the gunboat *Helena* is armed, is a very popular weapon in the American navy. Of course, with its relatively small calibre, and throwing a projectile weighing but 33 pounds, it avails but little against armor more than four inches thick, but against unarmored vessels, such as most cruisers and gunboats, and against the unprotected parts of battleships, its tremendous rapidity of fire makes it very effective. The ammunition of these guns is of the "fixed" variety, that is, the projectile and the firing charge, are both made in one piece together, precisely like a musket cartridge on a large scale, with metallic cartridge-case, and all. The excellent breech mechanism of the 4-inch gun, which gives it its rapidity of fire, is the invention of a young American naval officer, Assistant Naval Constructor Robert B. Dashiell, formerly a lieutenant, but found to be so clever a designer of mechanism of all kinds that he was transferred from the line to the construction corps, relieved from all sea duty, and kept permanently in the Navy Department at Washington.





**A RAPID-FIRE GUN.**—This is a Driggs-Schroeder rapid-fire gun on board the *Helena*. It is a type of weapon which, although small, is one of the most effective in use in the navy. From such a gun a 2½-inch shell is fired which is capable of penetrating three inches of iron at a distance of over 1000 yards. Moreover, the shells can be fired at the rate of twenty a minute. The invaluable part played by rapid-fire guns in modern naval warfare was not fully appreciated until the recent Chino-Japanese war, and the Spanish-American war demonstrated their immense value beyond question, the total destruction of Montojo's and Cervera's fleets being mainly attributable to their deadly fire. When the lessons of the Japanese war came to be considered, everyone was astounded at the havoc which had been wrought by these modern weapons compared with that of the long range heavy guns. Since then many slow-fire guns have been dismantled and converted into quick-fire guns by reconstruction of the breech mechanism. This example set by England was followed immediately by France, and although America still needs a better equipment of these guns, millions of dollars have been expended on them, and particular attention has been paid to mounting them, especially on the auxiliary and mosquito fleets.



**THE WELCOME SIGNAL TO START.**—This is a scene on board of the *Minneapolis*, as she was anchored off Old Point Comfort, Virginia, April 23. Orders for the *Minneapolis* and *Columbia* to "leave the squadron at once and put to sea" were issued on that date, and this first official order for the big ships to actually move, naturally aroused a great deal of excitement. The two captains proceeded to sea under "sealed orders," and speculation was rife among the crews as to whether they were to cross the ocean and be a convoy to the American liner *Paris*, or go as aids to the *Oregon* and *Marietta* as they emerged from the Straits of Magellan. Signaling or giving commands on sea has gotten to be an exact science. It has a vocabulary or language all its own. This view on the bridge of the *Minneapolis* shows four seamen following in various capacities the orders of the signal officer on the deck below. The man at the edge of the bridge is signaling to the *Columbia*. The two men behind him, one with a telescope, the other with the naked eye, are watching and reading the answering signals from the sister-ship. The sailor on the ladder is waiting to report to the officer on duty the reply as it is received.





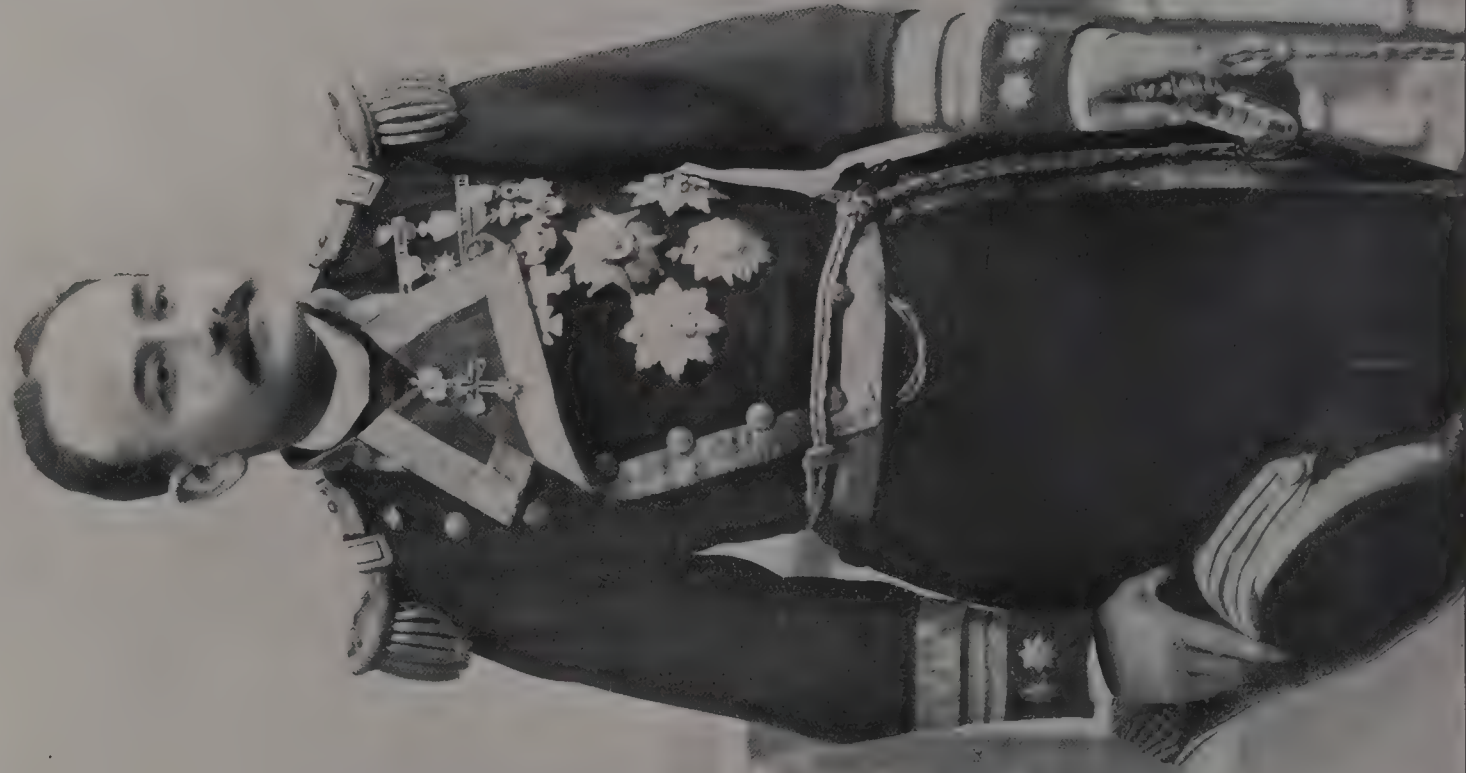
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**QUEEN OF THE FIGHTERS.**—The little *Detroit*, an unarmored cruiser of the third class, was particularly lively during the war. At the very outset, on April 24, she distinguished herself by capturing a neat prize in the Spanish steamer *Catalina*, valued at \$200,000, half of which amount goes to the government, leaving \$100,000 to be divided, according to rank, among the *Detroit's* officers and men. Blockading is a tedious, wearing duty, and the *Detroit* has had much of it to do, but she has also had the relief of somewhat more exciting work. Despite the fact that she carries no armor to protect her against the enemy's shots, she took part in the bombardment of San Juan, Porto Rico, and alongside the leviathan battleships and monitors saucily blazed away with her 5-inch rapid-fire guns at the fortifications. At one time she boldly stood in to only 500 yards from the Spanish batteries and came out unscathed. It was the *Detroit*, which, during the late rebellion in Brazil, fired the gun at the Brazilian warship which threatened to arrest the progress of the American squadron into the harbor of Rio Janeiro, to protect the merchant shipping there. That notable shot warned the rebels that the Americans meant business, and no further trouble was experienced.





**VIEW OF ST. VINCENT.**—On April 25 the Spanish fleet under Admiral Cervera was ordered to leave the Cape Verde Islands, where it had been lying for some time. Our photograph was taken from the grounds of the Governor's residence at St. Vincent. The harbor is at Porto Grande, on the northwest coast of the island. Though belonging to Portugal, it is principally used as a coaling station for British steamers. St. Vincent is badly protected from the fury of the elements. North west winds prevail largely, making the soil of the island practically non-productive. Its inhabitants depend on food supplies from St. Antao. The Cape Verde Islands, ten in number, form a line in the north Atlantic. Their occupation by the Portuguese dates back over five hundred years. The settlers imported negroes from the African coast. Slavery existed until 1836, when the blacks and mulattoes predominate in numbers. At St. Vincent, as on the other islands, there are a few soldiers, a number of salaried officials, and some priests who constitute the government school. There are no roads in any of the islands.



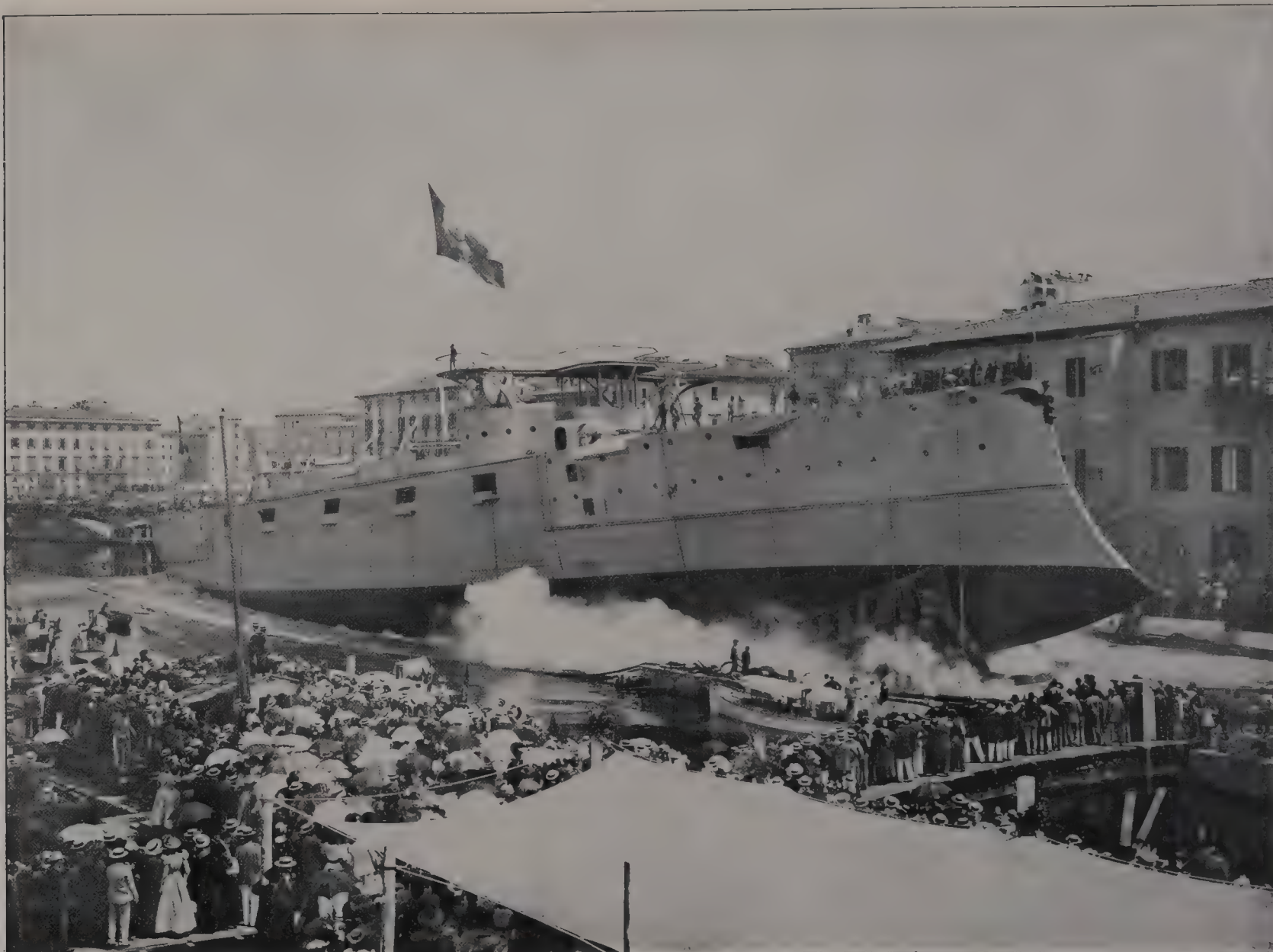
**CAPTAIN RAMON AUNON.**—Captain Don Ramon Aunon y Villalon, Spanish Minister of Marine, is a successor in that position to Vice-Admiral Bermejo. He was born in 1844, and entered the naval service as a midshipman when in his fifteenth year. Captain Aunon has served during Spanish wars in Africa, at Santo Domingo and in Cuba. He is proficient in professional studies and has won considerable distinction as a writer and lecturer on technical subjects. The government of Spain has entrusted to him a number of scientific inquiries. His service includes charge of several school-ships. While in command of the cruiser *Infanta Isabel* in the Argentine Republic and during the last revolution in Buenos Ayres, the foreign ministry became convinced that it was impossible to prevent the bombardment of the city. Captain Aunon was given the command of the international fleet, formed by the warships of the various powers represented. His tact and good judgment made him very popular among the inhabitants of Buenos Ayres and Montevideo. Captain Aunon has been a member of the Cortes for years as one of the deputies from Cadiz. He has always worked hard in the interests of the Spanish navy.



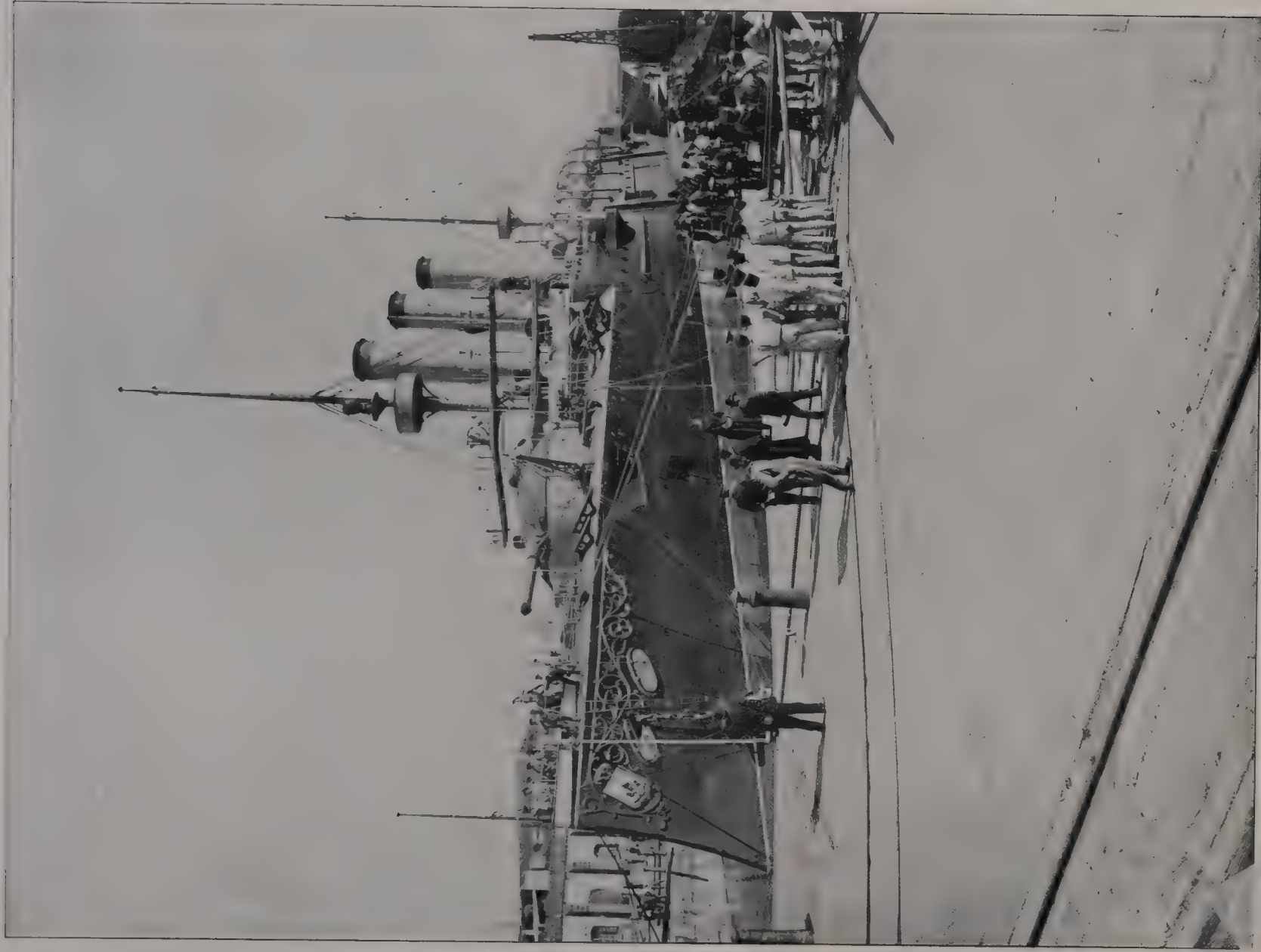


**SPANISH SHIPS.**—(1) **ALFONSO XIII.**—This is a protected cruiser of 5000 tons displacement. Her armament consists of four 7.8-inch, eight 5.5-inch, and six 4.7-inch guns, also five torpedo tubes. Her crew consists of 276 men, and her maximum speed is twenty knots. (2) **THE HAVANA.**—This is the most recently constructed vessel in the Spanish Navy. She was previously the *Carlo Alberto*, of Italy. The greatest secrecy was observed to the last moment in the matter of her purchase by the Spanish government. Our photograph was taken at Spezia just as the *Havana* left the docks after the ceremony of launching. (3) **THE NUEVA ESPANA.**—This vessel was built in 1889. She is 190 feet long, and is unprotected by armor. Her speed is 12 knots an hour. Numbers of these little gunboats were to be found in Cuban waters during the war. (4) **THE NAVARRA.**—This is a new type of vessel in the Spanish Navy, having been constructed as a commerce destroyer. Her armor is light and her guns small. She carries four 6-inch and six 4-inch rapid-fire breech-loading rifles, and five rapid-fire guns. Her speed is 21 knots an hour.





**LAUNCHING A SPANISH WARSHIP.**—The huge craft moving from the stocks at the Leghorn dockyard is the "Varese," an armored cruiser recently purchased from Italy by the Spanish naval authorities. Our photograph was taken at the moment of the hoisting of the Spanish flag as she takes the water. The ceremony of launching the "Varese" was unusually impressive, in view of the fact that she had been secured by a neighboring power to aid in waging war against a nation thousands of miles away. When the construction of the vessel was begun, such an eventuality was not dreamed of, and the peaceful citizens of this busy Italian town excitedly discussed the question of her probable fate as a fighter among the ships of Spain. Numerous men-of-war have been built by the firm charged with the proper construction of this vessel, and so far they have proved seaworthy and well fit for active service. The "Varese" is a very formidable ship. She is heavily armored and carries a powerful armament, with every modern appliance for protection of machinery and ammunition. The quarters for officers and men are ample in size. The fittings are plain and substantial. She saw no active service in the war.



**FINE ARMORED CRUISER.**—The *Emperador Carlos V* was a fine armored cruiser of the Spanish navy, larger and more powerful even than the *Cristóbal Colon* and one of the few Spanish warships to escape destruction at the hands of the American navy. That she did escape, though, was probably due more to good luck than good management, as she was not completed during the war and did not get to sea. She has 9235 tons displacement, which puts her at about the same size as the U. S. S. *Brooklyn*. At the beginning of the war, the strength of the Spanish navy, although generally admitted to be inferior to that of the American, was much overestimated, owing to ignorance of the exact condition of certain supposedly fine vessels which Spain was known to have. It was subsequently discovered that many of these, notably the *Carlos V*, were in such a state of incompleteness or neglect that they were not to be reckoned on in the war. Had the *Carlos V*, the *Cardenal Cisneros* and the *Princesa de Asturias* been added to Cervera's squadron, the naval battle of Santiago would have been a much more even one than it was. Spain's carelessness was alone the cause of their absence.



**THE OLDEST SPANISH ADMIRAL.**—Don Guillermo Chacón y Maldonado is the oldest admiral in the Spanish navy. He is on the retired list, in conformity with the regulations of the service, but is wonderfully active, considering his advanced age. Admiral Chacón is now in his eighty-fourth year. He began service nearly seventy years ago. During this exceptionally lengthy period of official life he held the highest offices in Spain's colonial possessions. In his own country, at the arsenals and navy-yards, particularly those of Cadiz, Ferrol, and Cartagena, Admiral Chacón has made a splendid record for efficient administration and unwavering devotion to the best interests of Spain. One of his chief regrets to-day is that his age stood in the way of participation in the conflict between his country and the United States. Some of his biographers declare that Admiral Chacón was born in the Balearic Islands. This statement is not confirmed, nor has it been officially denied. General Weyler, the ex-Captain-General of Cuba, is a native of the Balearic Islands, also noted as the birthplace of Admiral Farragut's ancestors.





**RECRUITING IN THE STREETS.**—On April 26 recruiting volunteers began in New York City. There was nothing in connection with the outbreak of war which showed the enthusiasm of the American people more than the immense crowds which in all parts of the country congregated around the recruiting stations. The enlistment in New York, as in many other cities, was carried on in the streets. An extraordinary sight, this. In the midst of busy squares, beside crowded thoroughfares, little white tents flying the national flag, hemmed in by throngs of people. Many were only curious; having nothing to do, they pressed round to watch merely. Nevertheless they were unconsciously playing an important part—lending the moral influence that a crowd always imparts. Encouraging! Others would have liked to have entered, but dared not. All sorts were there—the confident, the desperate, the down-trodden. Altogether the recruiting officers were kept busy. They began work early in the morning—did not finish by sundown. Men anxious to enroll stood in line patiently for two or three hours waiting for their turn. The tents sprang into existence in a night—war-mushrooms! They were there a week or more, became quite familiar sights, and then gradually disappeared. The country had gone to war!



**THE POWER OF HOME.**—(1) Hon. John D. Long, Secretary of the Navy, is a native of New England. Born in Maine sixty years ago, and educated at Harvard, whence he graduated in 1852, and took a two years' course in law at the University Law School. He became, first, a Massachusetts schoolmaster, then a lawyer in his native State, and, in his twenty-fourth year, a politician in Boston. His first election to the State legislature occurred in 1874. Twice he was elected Speaker, once Lieutenant-Governor, and served three times consecutive years in the State of Massachusetts. He is generally recognized as representing American scholarship in the McKinley cabinet. (2) General Russell A. Alger, Secretary of War, also a native of New England, is a native of Ohio, a farmer's son, schooled in the uses of adversity in his boyhood days. By pluck and pertinacity he became successively a student and a business man (lumber trading) in Michigan, before reaching his twenty-fourth year. As a war volunteer he won rapid promotion, becoming a major in 1862. His experiences included, during active service, wounds, capture, imprisonment, escape, resumption of service, and finally, promotion to the rank of major-general, which was reached in his twenty-ninth year, after fighting in sixty-six battles and skirmishes.



PHOTO BY MULLER, BROOKLYN.

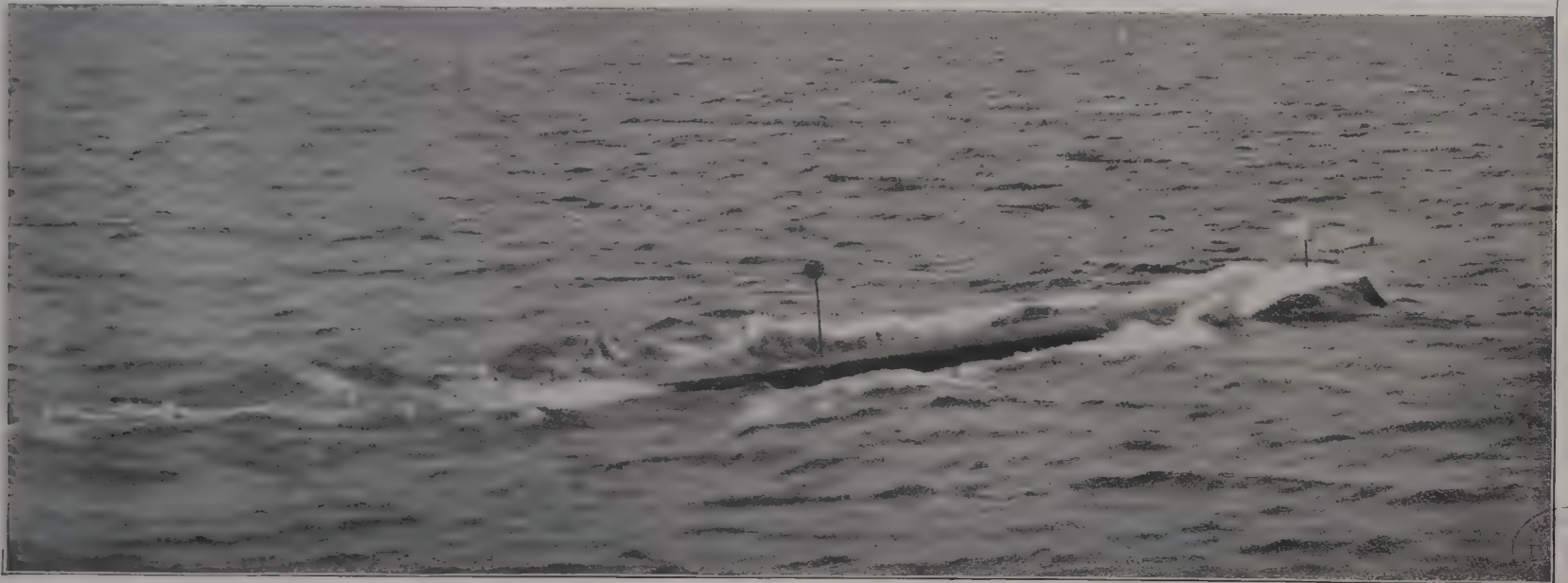
**FIVE MINUTES BEFORE ROLL-CALL.**—This and the companion illustration represent the *Puritan*, one of the famous United States monitors, modelled after the pattern of *Trinidad*. These vessels have an average speed of about ten and a half knots. The freeboard is low, making them difficult to hit, their armor is heavy, and they carry but few guns. They are, broadly described, floating batteries, intended chiefly to cooperate with land batteries for purposes of coast and harbor defence. Under fairly favorable weather conditions, the monitors are also capable of effective service in conjunction with any sea squadron. In the above picture the *Puritan* is shown securely fastened to the Navy Yard wharf. There are no indications of immediate departure. The ladder connecting the ship with the wharf is in place, the guns are well back within their turrets, the flagstaff is at the fore, and the ship's crew stand leisurely about in groups, perhaps discussing the chances of a lively time in the near future, when their four big, noisy, yet submissive babies, now resting so peacefully under shelter, shall make themselves heard and felt.





PHOTO BY MULLER, BROOKLYN.

**FIVE MINUTES AFTER ROLL-CALL.**—"Clear ship for action!" Comparison of this picture with the one preceding shows plainly the rapidity with which a well-equipped fighting vessel can be put in trim for action. From a condition representing listlessness and apathy the monitor assumes, within a space of time amounting to only three hundred seconds, a bulldog-like attitude of wide-awake aggressiveness. The guns are in position, standing out boldly from the turrets, open-mouthed, as if breathing defiance to all intruders. Officers and men are at their posts of duty, the military tops are manned, "Old Glory" is at the masthead, steam is up, the volumes of smoke issuing from the enormous smoke-stack indicate a readiness on the part of the engineers to make for the open sea, and in every other particular appearances point to an anxious desire on the part of the commander for a closer acquaintance with those who have an idea that the United States Navy is unworthy of consideration when practical persuasion is needed to supplement the polished phrases of diplomacy. Each of the *Paritan's* four most practical persuaders uses 850-pound shells as arguments, and the force of these arguments is sufficiently convincing to penetrate a foot and a quarter of steel at a distance considerably exceeding a mile.



**TERRORS OF THE SEA.— 1. MINES.**—From Galveston, Texas, to Eastport, Me., all the principal seaports on the eastern coast of the United States were planted with submarine mines early in the war. These are anchored to the bottom, and electrically connected with the shore, where operators out of an enemy's sight, in secure mining casemates, can explode them at will by the simple pressure of an electric button. They may also be arranged so as to be exploded automatically as soon as a vessel strikes them, but even then the operator can render them harmless by shutting off the electric current. They were arranged in groups and in series of groups, across channels, harbor-mouths, or wherever there was a likelihood of a hostile vessel passing. 2. **TORPEDOES.**—A photograph taken from an American fort of a Sims-Edison torpedo in action. This torpedo is of the controllable type; that is, instead of running entirely by its own internal machinery after being launched, like the Whitehead or the Howell, it is under the control of an operator on shore, who is connected with it by a slender wire, paid out from a reel, and by this means the torpedo is run by electricity. The operator can make it go ahead at varying speeds, even as high as twenty-five knots or more. The missile when photographed was traveling at eighteen miles an hour through the water. The operator can steer it at will, putting its helm to port or starboard, at any angle, according to the direction he wishes it to go in.



**MARINES IN CAMP.**—For some reason, for which no possible explanation can be given, the marines form a branch of the service never yet really popular with the army and navy. Yet there are none who are braver, better trained, more invaluable. It is their province to assist in maintaining discipline on board fighting vessels, to aid in the safe entry into the country of an enemy in time of war when a landing is deemed essential, to help in manning the military tops in a sea fight, and to assist in repelling boarders. Their history probably dates back to the times when "jack tars" who were not satisfied with the treatment received from the navy department or from their own immediate superiors, undertook to assume an unpleasantly aggressive attitude on the high seas. The "jackies," as we call them, have always entertained a strong conviction that marines, at best, are a good only as listeners to sea yarns, which they must profess to believe implicitly, even if they have suspicions. Notwithstanding prejudice, frequently amounting to hostility, the marines, as a distinct branch, have won renown in times past for temerity and hardihood, particularly at Guantanamo, in June, 1898.







**BROOKLYN NAVAL RESERVES IN CAMP.** The State Naval Militia, usually referred to as the "Naval Reserve," has become, within a very brief period of time, an important factor in considering the aggregate trained force available to supplement the efforts of the Federal Navy in all cases of emergency, local or general. In several States, notably New York and Massachusetts, the Naval Militia is strong in every sense of the word—numerically, and from the several standpoints of effectiveness in physical force, equipment and technical training. The illustration represents the Second Battalion of the New York State Naval Militia, in camp at Camp Stayton, Bath Beach, N. Y. The battalion, now numbering over three hundred men, was reorganized by Captain W. H. Stayton, its present commander, in July, 1897. The equipment of officers and men corresponds with that of the regular navy in every particular. The same code is used and the Federal naval tactics are employed exclusively. The recruits are State property, specially set apart for the use of the battalion. Service is for a full term of five years; the officers agree to this, and the men have to pass a preliminary examination which, if successful, is followed by enlistment. The men of the battalion—the rank and file, so to speak—represent the substantial citizens of the community, and include men of means engaged in professional and commercial pursuits. The occasion of the war with Spain brought the actual status of Naval Militia battalions prominently to notice. So much confidence had the State authorities in the competency of officers and men that, in New York, for example, armored vessels were placed in their charge for purposes of harbor and coast defense. Commander Stayton is a Naval Academy graduate, class of '81. There are thirteen officers in the Second Battalion, New York State Naval Militia; of these, eight are Annapolis graduates, thoroughly versed in naval strategy and tactics. There are twenty practical marine engineers in the battalion.





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**THE SHIP FROM WHICH THE FIRST SHOT WAS FIRED.**—On April 27 the United States vessels bombarded Matanzas. The first shot was fired from Rear-Admiral Sampson's flagship, the *New York*, of which it was commoner sail, in the North Atlantic Squadron, than, although but an armored cruiser, she played the rôle of a battleship in every the important engagements in the West Indies, performing the same duties as those of her heavier mates. Early in May she departed with a powerful squadron to intercept the Spanish in the vicinity of Porto Rico and took a prominent part in the reduction of the fortifications of that town on May 12. Through no fault of her own the flagship was unlucky enough about seven miles to the eastward when Cervera made his dash to the westward out of the harbor of Santiago. The failure to be in that memorable fight was and always will be a great chagrin to everyone on board the handsome flagship—handsome again now, but ugly though gallant looking during the days of activity and vigilance, when the battle-pain showed off, showing great patches of red on her hull, which was never cleaned outside for months. She carried a fine band, as most flagships do, and it was as common as picturesque to see its strains before and after an action. The *New York* has proven herself a splendid vessel of her class.





**ON THE NEW YORK.** (1) **SOUNDING QUARTERS.**—There is no more stirring moment in the man-of-war's life than when the drum and bugle sound "General Quarters!" It is a quick, exciting tune, and at its first note, officers and men drop everything, buckle on their arms, cast loose the guns, and jump to their stations for action, where they remain until the bugle sounds the retreat from quarters, or until they fall before the enemy's shot. (2) **WATERING.**—Salt water has a tendency to foul a steamer's boilers, and fresh water is accordingly taken on board for them whenever practicable. An officer, usually an ensign or a naval cadet, always keeps close tally on the amount of water taken in, as the work is done by contract, the Government paying so much per thousand gallons. (3) **COALING.**—Coaling ship is one of the most disagreeable, but at the same time one of the most necessary labors on board a modern man-of-war. This work is done, wherever possible, by longshoremen, but the ship is frequently coaled by her own crew. (4) **TAKING ON PROVISIONS.**—The task of provisioning a big ship's biscuits form the two chief items in the store-rooms. Our photograph shows the supply of hard-tack being brought aboard in barrels.



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**THE PURITAN.**—This "crack" coast-defence monitor distinguished herself in the very first engagement of the war. She accompanied Admiral Sampson's flagship, *New York*, when that officer made a reconnaissance of Matanzas harbor on the north Cuban coast with a view to ascertaining the strength of the new fortifications the Spanish were erecting there in April, 1898. The approach of the flagship drew the fire of the batteries. Admiral Sampson immediately replied and the *Puritan* joined in the cannonade, which she continued even after the flagship had signaled to cease firing. This action would probably have received a reprimand had not the *Puritan's* shot proved so effective as to silence the last gun in the Spanish battery. She is the most powerful coast-defence monitor ever built, being considered the equal of any first-class battleship. She carries four 12-inch breech-loading rifles; two 4-inch rapid-fire guns; six 6-pounders; four Gatlings; and two 37-millimeter Hotchkiss revolving cannons. She is sheathed with steel 14 inches thick on the sides, 8 inches on the turrets, and 14 inches on the barbettes. She cost \$3,178,046 to build.





GEORGE T. PETTINGILL

#### THE FIRST SHOT OF THE WAR.

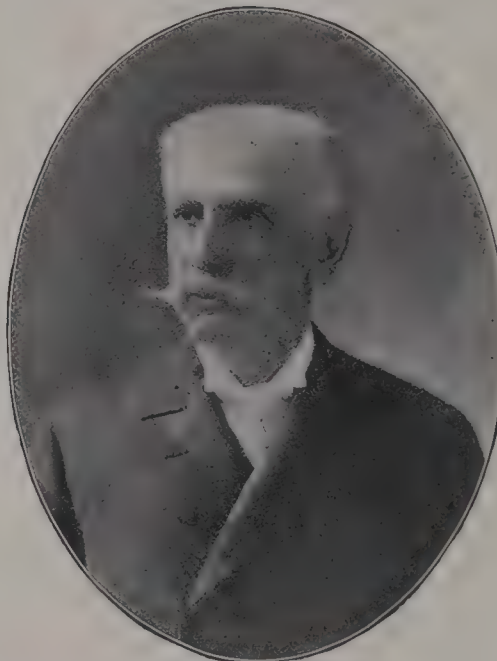
It was the gun in charge of Naval Cadet George T. Pettingill, of the United States flagship *New York*, which fired the first really hostile shot of the war, those which preceded it being only harmless ones, meant to compel merchantmen to heave to. Cadet Pettingill's shot opened up the bombardment of Matanzas, where the *New York*, *Puritan* and *Cincinnati* silenced the shore batteries, after some sharp, clever work, although not one of the American warships was struck by the poor, or at least unsuccessful, Spanish marksmen.

Cadet Pettingill was just out of Annapolis, his detail to the *New York* being his first sea duty after graduation. He is a well-built, fine-looking fellow, and comes from Idaho. It is on men of his stamp and character that this country relies for its finest fighters and most efficient officers.

Naval cadets, on regular cruising ships, act as junior watch officers, junior officers of gun divisions, and sometimes as assistants to the commanding officer or the navigator. They are the "middies" of history, but the old title of midshipman was abolished by law in 1882. The naval personnel bill passed in Congress shortly before the outbreak of the war restores it, as being more distinctly naval and appropriate than that of cadet.

#### THE FIRST PRIZE SHIPS.

The big double-turret monitors are the vessels thought least likely, owing to their low speed, to overhaul and capture merchant steamers, but the *Terror*, commanded by Captain Ludlow, early in the war twice performed this feat, sending in two prizes to Key West, to be adjudicated, sold and the proceeds given—half to the national government and half to the officers and crew of the warship that took her. The exploits of Captain Ludlow and his subordinates brought them something besides glory. The captain is a tall, fine-looking, very dignified man, inclined to arrogance in his manner. He is recognized as highly efficient in handling ships and guns, but his bluntness in diplomatic dealings with others has more than once gotten him into unpleasant situations. About thirteen years ago, when in command of the cruiser *Quinnebaug*, he was sent to Constantinople, and



CAPTAIN NICOLL LUDLOW

not only experienced some friction with our Minister, the late S. S. Cox, but showed himself to be so much more of a fighter than a courtier in his negotiations with the Sultan that he was recalled, and the *Kearsarge*, bearing Rear Admiral S. R. Franklin and commanded by Captain C. D. Sigsbee, was sent to smooth matters over.



LIEUTENANT W. H. H. SOUTHERLAND

#### THE FIRST DAMAGE FROM A SPANISH GUN.

Lieutenant W. H. H. Southerland, U. S. N., commanded the plucky little gunboat *Eagle*, a converted yacht, which participated in several sharp brushes with the enemy, and did not always escape unscathed, although never seriously injured. Perhaps the most exciting experience Lieutenant Southerland had, though, was one night early in June, when the *Eagle* cruising in the Bahama Channel, suddenly found herself in the midst of four strange men-of-war, who did not recognize her signals. The moment was a stirring one, for, in addition to the prospect of his own immediate capture or destruction, Lieutenant Southerland had another anxiety on account of the transports about to start over the same path for Santiago. If he could not escape to warn them these Spanish warships would intercept them, and perhaps sink several crowded transports before being themselves sunk by the convoy. However, he cleverly did escape, and hurried back to Key West with the news of his encounter. It was this news which delayed the departure of the army until other scouts brought word that the coast was clear. Lieutenant Southerland and his officers and crew were firmly convinced that what they saw was a Spanish flotilla, but later developments established the fact that the vessels were the United States steamship *Panther*, conveying marines to Guantanamo, accompanied by two torpedo-boats and an auxiliary cruiser.

## THE FIRST POWDER







**CITIES OF THE WAR.** 11.—The most imposing view of Havana is to be had as one approaches from the sea. But from almost any point of view, and especially from the surrounding hills, the city with its many white buildings interspersed with no little greenery affords a really charming spectacle. The main part of Havana, where the government buildings, hotels, theatres, warehouses, and stores are situated, is built upon a blunt peninsula of which the Gulf of Mexico forms the northern boundary, while the narrow neck of the harbor lies to the northeast. The wealthy residential quarter runs along the seashore to the west. This part of the city is entirely surrounded by batteries. Indeed, contrary to what was at first supposed, the defences of Havana are sufficient to make the city nearly impregnable were the guns supplied with proper ammunition and manned by expert gunners. 12.—Matanzas has the distinction of having been the scene of the first exchange of shots in the Spanish-American War, when Admiral Sampson, with the flagship *New York*, the monitor *Phalanx* and the cruiser *Cincinnati* silenced the batteries there. It is an important commercial point in time of peace, and possesses much strategic value in time of war, its proximity to Havana and its good harbor rendering it an excellent base for operations against the latter place. Knowing this, General Blanco erected strong defences there, but the trio of vessels named above sadly interfered with the work.



**A FORTIFIED CUBAN CHURCH.**—The venerable Catholic church shown in this picture was, at the time of the bombardment of Matanzas, used solely for military purposes. In former days it was the chief place of worship frequented by the inhabitants of the Yumuri valley, but owing to its strong position, overlooking the valley on one side and the city of Matanzas on the other, it was fortified and garrisoned. The church and grounds are surrounded by an old wall some three feet in height, which makes a sort of rampart. The church was fortified in truly Spanish style by the erection of rough wooden barricades, the soldiers being able to fire their rifles through the gaps that were allowed to remain between the boarding. Some outbuildings behind the church were converted into quarters for the men, who took their meals outside under the shade of a couple of big trees. The rations were brought up to the camp daily in little tin pails. The interior of the church was not desecrated; on the contrary, the magnificent altar and everything else within was kept in beautiful order by the soldiers. For this work they were better equipped than for fighting. Never drilled, they hardly knew how to hold their rifles properly. They were, in fact, merely guards. The church is built of a dull gray stone. The soil it stands on is sandy and covered with coarse scrub. Its site being on a hill, it commands a magnificent view, the distance to Matanzas looking even less than it really is, although Camp Monserrate was within range of the American guns during the bombardment of the fortifications below.





**DEWEY'S FIGHTING FLAGSHIP.**—On May 1 Commodore Dewey's squadron destroyed the Spanish fleet in Manila bay. On August 15 Manila surrendered to the American land and naval forces after a combined attack. The *Olympia*, which bore the flag of the victorious Dewey, is one of the most powerful protected cruisers in the world. Of recent construction, well protected, heavily armed, and very swift, she could put up a good fight against many armored vessels, although carrying no armor herself save a protective deck from 2 to 4 $\frac{3}{4}$  inches thick, extending over her magazines and machinery. Light shields afford partial protection to her gunners. Her armament is exceptional for a vessel of her class, and includes four big 8-inch rifles, ten such rapid-fire guns, and over a score of smaller pieces. On her official trial trip she maintained a speed of 21.6 knots for four consecutive hours. Another important feature of the *Olympia* is the fact, attested by those who have sailed in her, that she has the most comfortable quarters for officers and men of any man-of-war in the navy, and for this reason is much sought after. As contented men fight better than discontented ones, this fact probably contributed not a little to the admirable way in which she was fought. This is the first foreign cruise of the *Olympia* as her keel was not laid until 1891. She was completed in 1895, and has been in service on the Pacific coast and in eastern waters ever since.





**THE HERO OF MANILA.**—Admiral George Dewey is of sturdy New England stock. He is a Vermonter; was born on December 26, 1837. He began his naval career at the Annapolis Academy in his seventeenth year. He graduated in 1858, and shortly afterward was detailed to do Mediterranean duty on the *Wabash*. His war experiences began when, in April, 1862, the Farragut fleet entered the mouth of the Mississippi and advanced under heavy fire of the batteries to New Orleans. A year later, in an attempt to force a way past the batteries at Port Huron, the *Mississippi* on which vessel Dewey was Lieutenant, grounded in a bad position, was riddled by the enemy, abandoned in the nick of time, set on fire by its commander, and blown to fragments. Promotion to the rank of Lieutenant-Commander was gained in March, 1865. As Commodore of the Asiatic squadron Dewey gained a brilliant victory over the Spanish fleet in Manila Bay, Sunday, May 1, 1898, being appointed Admiral in recognition of his service. From that time until the surrender of Manila, on August 13, Dewey's conduct of affairs won nothing but the highest praise. At sea, on duty, Admiral Dewey is a strict disciplinarian, stern, dauntless and unyielding. On shore, off duty, he is a great favorite with the club set in which he moves. Horsemanship is his chief recreation, and he is fond of all manly sports.



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**THE "MARQUES DE ENSENADA."**—The Spanish warship *Marques de Ensenada* is a light-armed protected cruiser, 185 feet in length. Her companions in this class were the *Isla de Cuba* and *Isla de Luzon*. They were with Admiral Montojo's fleet at Manila when it was destroyed by Admiral Dewey's squadron. This vessel carries four guns capable of penetrating thin armor at close range, also two quick-fire guns. Her approximate sea speed is twelve knots. A navy, classified with reference to the comparative fighting value of individual vessels, may be placed in six general groups. The first consists of first-class modern battleships. In the second group are the armored cruisers. The third group includes protected cruisers with medium armament. Those in the fourth group are termed light armed protected cruisers. In the fifth group the old cruisers, or cruisers with little or no protection, are included. The last group is composed of other naval vessels of special types. The *Marques de Ensenada* belongs to the fourth class. About a month before hostilities were declared in the war between Spain and the United States, the Spanish naval authorities struck from the naval list no less than fourteen vessels, including three frigates and a monitor.



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**CAPTURED MANILA.** (1) **BOMBARDMENT AND EARTHQUAKE.**—To-day in Manila it is difficult to say which of the buildings are those shattered by the guns of Admiral Dewey's fleet, of which our photograph gives a striking example, and which are the result of earthquake. From time to time the havoc among the houses of Manila from this source has been frightful. In 1880 two-thirds of the city was destroyed. (2) **FORTIFICATIONS.**—The fortifications here shown are in a state of utter neglect. The guns are old and practically useless, and are little to be feared. The fort has a fine view of the bay and the river. It was built over two hundred years ago, and has a grim and ancient appearance that is in harmony with the monastic soberness of the dark old town around it. When the British in 1763 took Manila, they also occupied this fort, which was bravely defended by the garrison. (3) **A HEALTH RESORT.**—The hot sulphur springs of Aliboy are a few miles from Manila, and are near the crater of that name. They have wonderful medicinal properties, and are patronized by the natives for bathing purposes. (4) **A FAMOUS CHURCH.**—The Church of San Francisco is the oldest in Manila. It is the chief church of the Franciscans, and is very wealthy. Its interior decorations are justly renowned.





**WHERE THE GUNS WERE FIRED ON DEWEY.**—Manila really consists of two cities, the old and the new. The Esplanade, or *Calzada*, is beyond the walls of the old town or city, which is joined to the new by a stone bridge and a suspension bridge crossing the river Pasig. This Esplanade is a favorite resort of the better classes or local aristocracy. On the *paseo* or promenade facing the bay, several bands attached to Spanish regiments in the garrison used to discourse national and other music twice a week in favorable weather. These concerts were very largely attended, being the principal out-door attraction. It was from the Esplanade that a number of guns were fired during Admiral Dewey's first encounter with the land and sea forces of Spain at Manila, but as the projectiles failed in every instance to reach their destination, no reply was deemed necessary by the American commander. It is a broad street, finely constructed, and offering a magnificent view of the harbor, usually gay with the flags of all commercial nations.



**THE COMMANDANT OF MANILA.**—Every Spanish colony is in charge of a Governor-General, popularly known as Captain-General. This official is usually a military officer. He is clothed with the functions of a viceroy. Under him are governors of smaller political divisions. Captain-General Augustin held at the time of the war the same relative position in the Philippines as did Captain-General Blanco in Cuba. Practically, in the Queen's name, his word was law. He had a large and capable staff of aids and departmental officers, equivalent to Military Secretary, Quartermaster-General, Adjutant-General, etc., in other armies. After Admiral Dewey's victory it would be impossible to imagine a less enviable position than that held by the Commandant of Manila. Our photograph, the only one that has been taken of him, shows him surrounded by his staff with a group of the principal officers under his command. At the time of Admiral Dewey's victory Spain had 10,000 regulars and rather more than 15,000 volunteers in the Philippine Islands. These troops were distributed among the various islands, although the majority were concentrated at and around the city of Manila.





**A SPANISH SHARPSHOOTER.**—The Spanish military forces under General Blanco and other colonial captains general belong chiefly to two distinct divisions of the Spanish Army. Some are purely colonial—those in Cuba under this heading are spoken of as the regular Spanish-Cuban Army, part of the Colonial Army of Spain—and the others are reinforcements from the Spanish Home, or Peninsular Army. The latter have arrived from time to time, from the mother country, to support the colonial troops in emergent defence work. The Colonial Army is in reality equivalent in dispositions to three armies. They are called respectively the Army of Cuba, the Army of Porto Rico and the Army of the Philippines. The troops of the Colonial Army wear an appropriate tropical uniform. In Cuba and Porto Rico, the hat is of straw, and the clothing of brown cotton drill. Troops in the Philippines wear a white helmet. The “Cazadores” in the Spanish Army are picked men for sharpshooting and guerilla work. Their national reputation for accurate marksmanship is high. The average nominal pay of the Spanish soldiers equals twelve dollars per month, but there are so many deductions that they receive only a trifling amount in actual cash. They are fairly well clothed, but very poorly fed.





**IN DANGER** on the left-hand side frequency of earthquake basket-like huts of the Spanish are card houses under the are given such st

**AKES.**—Looking down one of the principal thoroughfares of Manila one sees at the end the tall twin-spires of the Church of San Sebastian, and nearer, consulates. The graceful and rather elaborate architecture of the church makes it conspicuous among its humbler surroundings. But, owing to the w, there is little temptation to invest much money in erecting handsome buildings. The structures best suited to the conditions of the country are the arched on slender poles these rock and sway, sometimes even thrown out of the perpendicular, but seldom fall. On the other hand, the stone structures alarming frequency. Though seldom more than two storeys in height, built of light rock or coral, supported by strong buttresses, yet they collapse like repeated earthquake shocks. The best of the stone structures are the houses of the priests and the old missions in the provinces. These, though built of stone, tive builders that they are really exempt from the general danger.



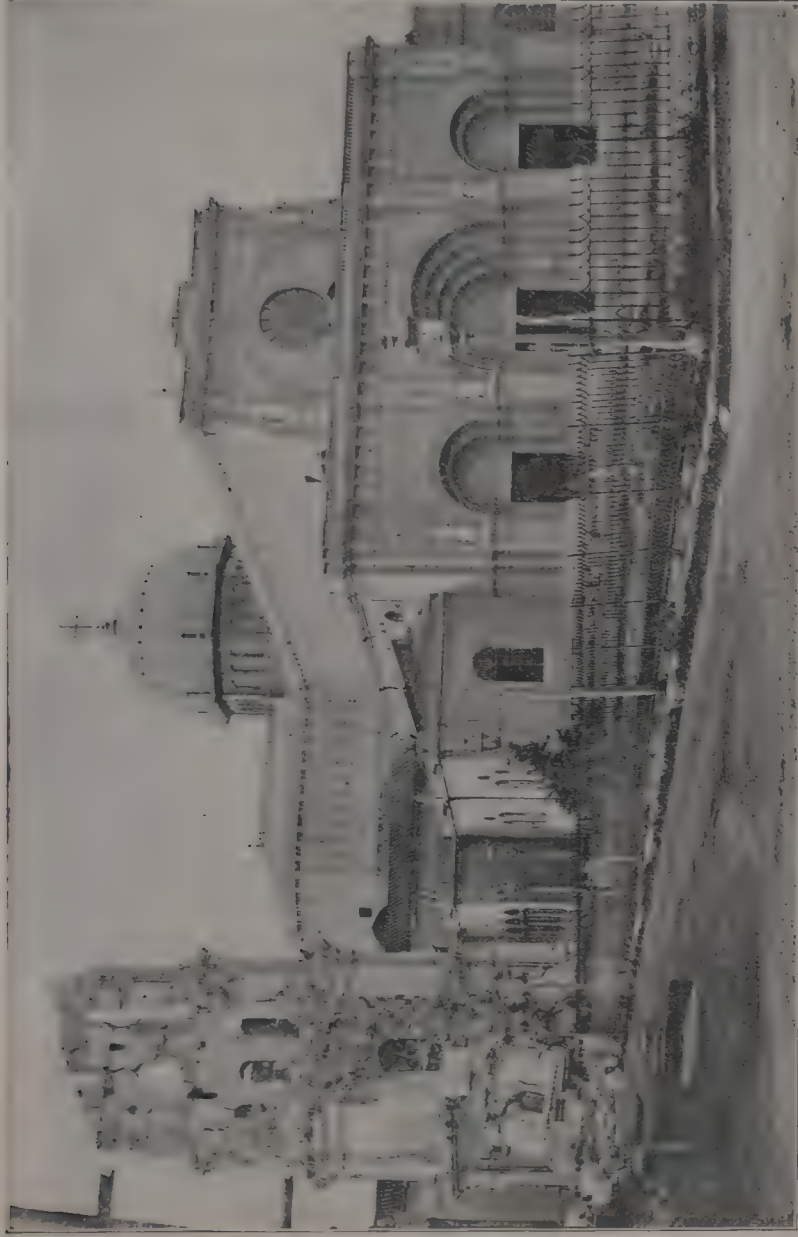
**A STREET SCENE, MANILA.**—Though a picturesque town to Western eyes, Manila is dilapidated. The shops are shabby. No attempt is made to make the show windows attractive, and internally there is nothing but the fulfilment of the meagre promise the exterior gives. Even the most pretentious stores in the city contain no modern conveniences. The houses, built of stone and wood and heavy tiled roofs, are old and musty. Fresh air is diligently excluded from the living rooms, and the houses, with their thick wooden blinds and clumsy doors, invariably kept closed, are not inviting to enter. The windows are seldom glazed. In the place of glass, however, a transparent oyster shell is much used, about three hundred of them being required to fill the tiny square panes into which the windows are cut up. There are no enterprising builders in Manila; in the last ten years not half-a-dozen even fair-sized buildings have been erected. The heat everywhere, and especially in the narrower streets, is quite unbearable, and the glare of the sun is so intense that blindness is very common among all classes of the little community. Fortunately a breeze usually springs up after sundown, and it is then that the people creep out of their dark houses to shop and promenade. Even business is suspended during the heat of the day, and the laborers, like their more affluent neighbors, take a siesta for six or seven hours when the sun is highest.





**A SPANISH BICYCLE CORPS.**—The bicycle corps quartered at Manila did important work in the operations against the rebel forces. Particular credit fell to the share of the detachment shown here which was almost exclusively employed for scouting purposes. Though there are some fair roads in the neighborhood of the city, the majority are not well adapted for wheeling, and the successful operations of these men, in view of the unfavorable conditions with which they have had to contend called for the special commendation of the Commandant. The Spanish soldier is small and lithesome as a cat. He is just of that build which makes the best wheelman. This fact has been generally recognized by the Spanish military authorities, who not only employed several bicycle corps in the Philippines, but also along the coast of Cuba. In our own army there are already numerous bicycle corps, and the value of this branch of the service is becoming more and more appreciated in Austria, Germany, and England. It has, however, been chiefly developed in France. There the Gerard portable wheel is used. This can be disconnected in one minute, the two wheels being placed together, and the whole slung over the shoulders when not in service.





**THE CATHEDRAL AND PALACE, MANILA.**—(1) **THE CATHEDRAL.**—The new Cathedral is in old Manila, and was built upon the ruins of the old Cathedral, which was destroyed in the terrible earthquake of 1880. It is built of brick and stone in the form of a Greek cross, and it is by far the finest church in the colony. With all of its appointments—including the salary of the Archbishop, which is \$12,000 per annum—it costs the Government about \$60,000 a year. The interior is famed for its rich altars and splendid images. Here start and end the big religious processions for which Manila is so noted. Immense sums of money have been spent in the adornment of the images, and these on feast-days are carried on litters through the streets, adored by the admiring populace. (2) **THE GOVERNOR'S PALACE.**—The Governor-General's Palace is in Malacañan, a suburb of new Manila. It is a low, massive structure, and occupies an immense area. Inside it is magnificently furnished, every modern and tropical luxury contributing to the splendor of its appointments. A large retinue of liveried servants fills the airy corridors, where, too, are the palace guards, whose showy uniforms harmonize well with the gorgeousness of the surroundings. The Governor-General lives like a king, and his grand receptions are the glory of Manila.

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**THE MEISIG CANAL.**—The Meisig Canal intersects the heart of Manila. It is in reality one of the main thoroughfares of the town, since the roads are almost everywhere bad. Under a more enterprising government than the Spanish, the waterways of the island might have been utilized for the spread of trade, and especially the development of the mining interests. Gold, sulphur, and large deposits of coal are widely distributed through Luzon, and, without any great effort, these fertile regions might be converted into the source of considerable wealth. It is, the island is productive enough to supply all the needs of the people. The crops chiefly cultivated are rice, sugar and abaca, a species of the banana plant. The fibres of the abaca are utilized in the manufacture of a fine and delicate fabric, of which immense quantities are exported annually, being carried down the canal to the sea-coast. The annual exports amount to nearly \$5,000,000, while the exports of coffee and tobacco are not less than \$1,000,000 each, in value. The latest official reports show the total of all exports to amount to \$29,000,000 annually, while the total of imports is \$29,000,000 annually. The canal, like the river Pasig, is exceedingly picturesque—beautiful, almost, in the evenings, when the slanting rays of the sun reflect on the sombre water with red and gold, and convert the dark foliage along its banks to burnished copper.





**A ROMAN CATHOLIC MISSION, MANILA.**—The numerical strength, the moral power, and enormous influence of the clerical party of Spain is nowhere better illustrated outside of the mother country than at the Philippines. The social and political fabric in that extensive Spanish colony is honeycombed with ecclesiastical ideas and methods. In Manila the religious orders and societies exercise a sway over the people equalling, if not exceeding, that of the monarchy itself. The Franciscans and other religious orders are large land-owners throughout the islands. In Manila the Jesuits have charge of the municipal Athenæum, the normal school for primary teachers, and the meteorological observatory. So powerful is the clerical party, that it has a share in the censorship of the press, which is not at liberty to discuss Spanish or general European politics. Religious processions are the pride of the people of all classes. They are formed with great parade; thousands of persons carrying wax candles, etc. Some of the natives still adhere to the Polytheism professed before the Spanish era, but many have been converted to Catholicism, which is the common bond between them and their masters.





**A SUGAR FACTORY, MANILA.**—Our photograph shows a bird's-eye view of one of the largest sugar factories in Manila. The big courtyard is strewn with cane drying in the sun. It is the most important commercial product of the Philippine Islands. The value of the annual exports is about \$8,000,000, the greater part going to Great Britain and Spain. Most of the better quality, however,—that obtained from the violet colored cane—is sent to the United States. The processes of manufacture employed in the islands are still primitive. The largest plantations belong to the monasteries, and are usually rented by them to Chinese half-breeds. The cutting of the cane is the first step in the manufacture of sugar. This process keeps with the action of the mill by which the juice is pressed out. The juice runs off by means of a hole bored obliquely from the lower part of a mortar-like cavity and passes through a spout into a receiving vessel. The methods vary in detail in different factories; but results are secured in much the same fashion everywhere, whether the motive power is steam or animal. The squeezing process is so perfect that when the cane, after pressing, is seen in dry splinters, all virtue has been thoroughly extracted. The juice ferments so quickly that the next stage, clarification, must be undertaken immediately after the juice falls into the receivers. The processes necessary before sugar is produced include straining, boiling, and the progressive treatment of the crystallized and uncrystallizable portions.



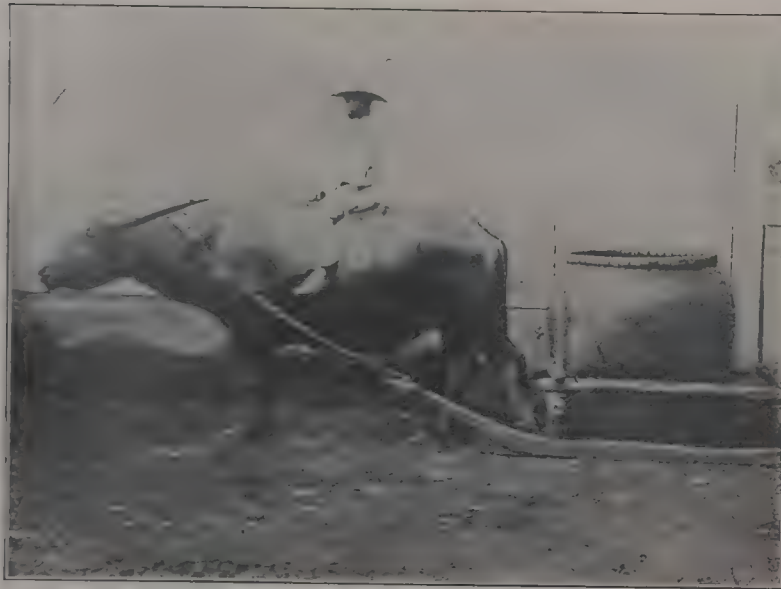
**GLIMPSES OF MANILA.**—Among our photographs taken in and around Manila is one showing a native woman undergoing the last penalty of the law. Executions in the Philippines are conducted in public. The garrotting chair stands beside the roadway and the condemned person is led to it in full view of the curious crowd which comes together to witness the event. The criminal is seated on a kind of wooden chair. A rope is wound round the neck; this rope, however, is not bound so tightly but that a stick can be thrust between it and the flesh. The executioner grasps the stick in both hands and a quick turn causes almost instantaneous strangulation. Sometimes a brass collar is employed, this having a screw which the executioner turns till the point enters the spinal marrow where it unites with the brain. Our other photographs show a native fishing boat on the Pasig River; the bridge that connects the old town of Manila with the more modern quarter, and one of the picturesque Spanish missions lying beyond the suburbs.





**THE LAND OF LATENT FORTUNES.**—From almost the first moment of the war, the Philippine Islands became the leading topic of conversation throughout the length and breadth of this country. It is they are capable of development in directions undreamed of by the Spanish. And what also is certain, among much that is still speculative, is the extraordinary natural beauty of the entire archipelago, and particularly Luzon. The islands are of recent volcanic origin. Two principal ranges of mountains traverse them from north to south, being covered from the highest peak in verdure. The highest point in the range is about 10,000 feet above sea level. The general character of the island is distinctly tropical, the vegetation flourishing in a manner which checks rather than facilitates artificial development. Whoever has explored beyond the limits of Manila must be familiar with village scenes not to be surpassed in picturesque interest and in richness of coloring in any part of the world. In the foreground of our illustration may be noticed the prehistoric wagonette with wooden wheels and a thatched roof to afford protection from the sun.



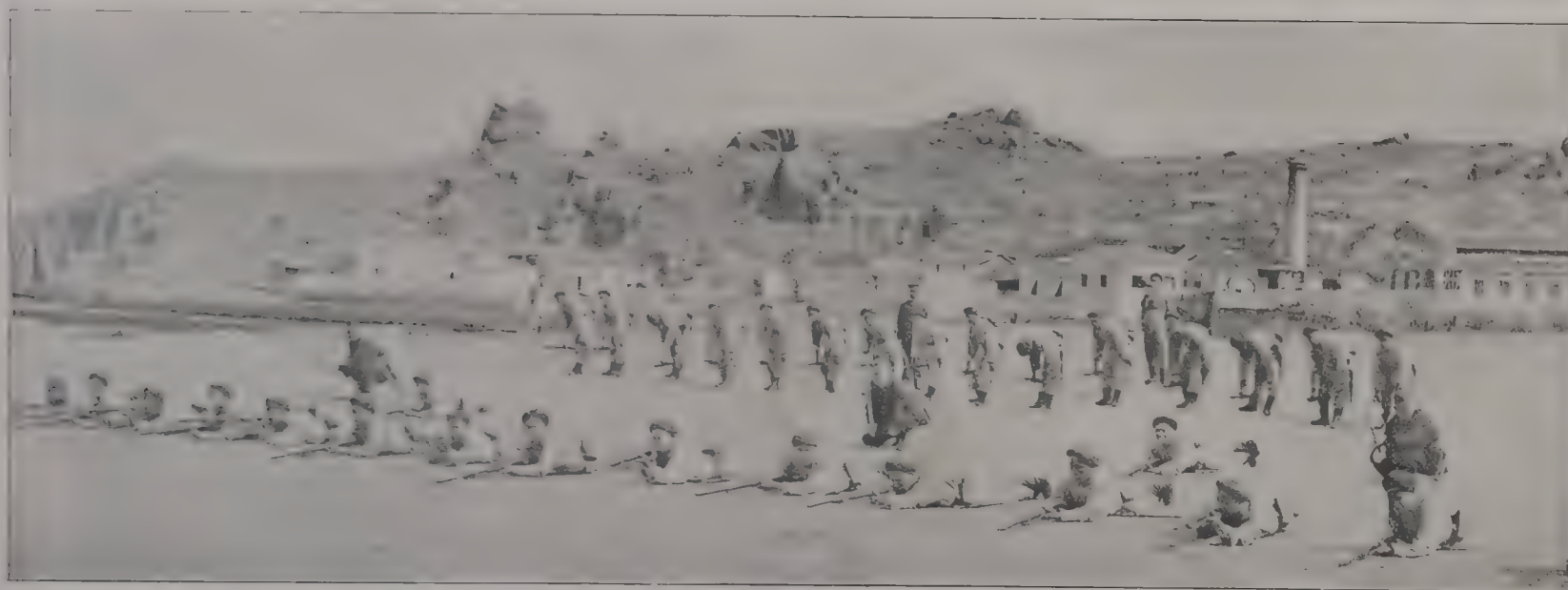


**FILIPINOS.**—The native of the Philippine Islands is a novel study for the American. But he has some of the characteristics of the Anglo-Saxon race. For one thing, he loves a fight. The thin, lean-chopped boys, like the north country men in England, and the Southerners in the States, prize their game-cocks above many other of their few worldly possessions. The birds are carried about in grass cages attached to the ends of a pole that is balanced on the shoulder, and not a day passes without numbers of feathered conflicts happening in the streets of Manila. Then the Filipino, while really industrious, believes, like the American does, in conducting work on luxurious lines. The oxen that draw the lumber have also to bear the diminutive drivers on their long backs, nor does the native wagoner walk where there is the opportunity of a more comfortable means of progression. There are endless types of native carts and agricultural implements of an original order in everyday use in the Philippine Islands. Some of the conveyances are mounted on wheels, but for light loads a kind of sleigh is used, the extension of the runners answering the purpose of shafts.



**A VILLAGE SCENE, LUZON.** Luzon is the largest and most important of the 2000 islands which form the Philippine archipelago. The inhabitants number 42,000, of which the greater part are natives, the bulk of whom are a race akin to the Malays. In the interior the remnants of a race of people of undoubtedly Papuan origin are found, still as untamed as when the Spaniards discovered them more than 300 years ago. Like the Australian bushmen they shun civilization and succumb when forced into contact with it. For the rest, the natives are a particularly fine set of men and women. "A concentrated, never absent self-respect, an habitual self-restraint in word and deed, very rarely broken except when extreme provocation induces the transitory frenzy known as 'amok,' and an inbred courtesy, equally common among all classes, high and low; unflinching decorum, caution, prudence, and a ready hospitality are characteristic of them." The men are finely built, the women beautiful. Though inclined to be lazy, they are energetic in the pursuit of pleasure. Each village has its band, and at the first scrape of the violin everyone collects on the piazza to dance. Cock-fighting is the national sport, and each native owns his fowl. The villagers' houses are built of wood or bamboo, generally one-storied—mere huts. But they have a comfortable look, and are dotted here and there in unsymmetrical rows among the trees. Many of them are painted white with stripes of green or blue, and occasionally a flower pattern or some scroll-work to add an air of brightness.





**A NEW PHILIPPINES' FORT.** The Caroline Islands, or New Philippines, form a great archipelago of the Pacific. They have been claimed by Spain, and are thus objects of colonial interest, although practically independent. Under Spanish administration these islands have been divided into three sections, known as Western, Central, and Eastern. The Western group, discovered by Drake in 1576, are better known as the Pelew or Palau Islands. Their area is about 346 square miles, and they are nearly enclosed by a coral reef. The fortifications shown in the picture are situated in the Western Carolines. The inhabitants of this group are of Malay and Papuan blood. The chief characteristics of the people are strength, amiability, and sagacity. They are not aggressive. Extraordinary intelligence has been displayed among the natives of these islands. They have formed, in nearly every village, an independent cooperative republic. An association known as the "Clobbergoll" is maintained, with male and female lodges or clubs. They work together for mutual aid and defense. Oddly enough for a semi-civilized race, the Carolinians acknowledge many rights for women, whom they treat with great deference and respect. Our second photograph shows a body of native soldiers at Manila.





**CAMP BLACK.**—On May 1 Camp Black was established on Hempstead Plains, L. I. At one time so many as 10,000 troops were concentrated there. The site chosen for the camp was practically a level plain. About two-thirds down the length of this plain were the quarters of the 71st Regiment, which thus occupied the position of honor. Standing on the rising ground, where General Roe and his staff established their headquarters, one might obtain a bird's-eye view of this portion of the camp. Row after row of tents stretched out, very white, in long lines perfectly straight. To the north of each row of tents the smoke could be seen rising from the fires where the cooking for each company was being done under the superintendence of busy, white-aproned men. The army cooks have heavy responsibilities on their shoulders. The good temper of the men and their good condition depend upon their efforts; there was, however, a good deal of complaint about the food, both among the officers and men. A strict guard was kept over the camp, the men doing duty in the proportion of two hours on and four off. At night-time it was of course quite impossible for any one not properly accredited to get within the lines, but during the day thousands of visitors were admitted.



**MAKING A CANVAS HOUSE.**—The pitching of a tent is not in itself a particularly difficult matter, yet there are many little items of practical knowledge absolutely necessary for its successful accomplishment. If it is a round tent, the proper position and driving in of the pegs means much, if future comfort and security are expected. It might be thought that anyone could drive a tent peg. The supposition is not erroneous. But there is a certain "right" way to do it, and unless that way is adopted, the peg will quickly get out of place when a high wind visits the camp. Square tents are harder to manage. Still properly erected, with walls adjusted and laced, and guy ropes drawn taut and fixed to hold, they can be made nearly as secure and water-tight as an ordinary frame house. To strike tents rapidly and correctly is almost an art in itself. A spectator watching the sudden fall of a canvas city hardly realizes, perhaps, that there is a proper place for every peg, every tent-top, and every camp implement, and that if carelessness reigns in camp at one place, dire confusion will reign at the next stopping point. Our photograph shows a group of the men of the 71st pitching a tent at Hempstead.



**TAKING THE OATH.**—Every officer and man in the military service of the United States is required, upon entrance, to take the oath of fealty and fidelity. In substance, in taking the oath, the recruit solemnly swears that he will support the Constitution and defend the country against any and all enemies, obey all lawful orders of his superiors, and, in the case of the war with Spain, serve for two years unless sooner discharged by competent authority. There is a regular formula for the oath, and this is read interrogatively to the men, either singly or in groups, by the mustering-in officer, and when he has finished, the men signify their assent by an affirmative, at the same time raising their right hands in attest. They always bare their heads in taking the oath. The mustering-in officers of the army were kept busy from the moment of the outbreak of hostilities, swearing in over 100,000 men in a single month.





**HIS FIRST OVERCOAT.**—There are two extremely proud moments in the recruit's life. One is when he is formally mustered into the service; the other, equally momentous, is when he first dons his brass buttoned uniform. The army quartermasters have to work diligently to provide the needed uniforms for the volunteer army. Most of the men in service when the first call for volunteers was made were already uniformed, but there were thousands of recruits who had to march to camp in their plain citizens' clothes, and scenes like those in the illustration were for a long time of daily occurrence. The recruit who is being fitted is inside an overcoat for the first time in his life! The uniforms are made in several sizes, and when they are served out, each man receiving one must try it on and be inspected in the presence of an officer who passes judgment on the fit. Ill-fitting garments are symptoms of slovenliness, and slovenliness is incompatible with discipline and efficiency. Of course, an army on active service takes no gorgeous, full-dress uniforms with it to the front. The simple, severe campaign coat is worn, and before departing for Cuba or the Philippines, the men were provided with a sensible, serviceable, but by no means ornate uniform of dull-brown grass-cloth, not unlike canvas, which is not only comfortable and cool in hot climates, but also offers a very inconspicuous target for the enemy.



**HOW AN ARMY IS FED.**—The condition of an army for fighting purposes naturally depends largely on the resources and availability of the Commissariat Department. Soldiers have often fought bravely for hours on an empty stomach, but once an engagement ends, or begins to lag, the cravings of hunger must be promptly satisfied if further battle or rapid effective marching is to be executed. These men are engaged in preparing for distribution some of the "sinews of war." It is the duty of the Commissariat Department of the army to furnish on requisition certain supplies in certain proportions to the Quartermaster's Department, in large and small military divisions. These supplies, on reaching camp, are received for by an officer or non-commissioned officer of the Quartermaster's Department, and in due course they reach the persons for whose consumption they are intended.



**A MORNING WASH.**—Soldiers in the service must perform their ablutions as best they can. In camp, when water is plentiful, buckets and pails are in great request. Before each meal, after every parade there is much splashing and spluttering behind the company tents, a lively fire of chaff and repartee passing meantime between comrades and their neighbors. If water is scarce, the washing ritual still takes place at considerable intervals. The men frequently wash their hands in a large receptacle for common use. Water for the face is often kept clean for each individual by means of a natural scoop or vessel formed by placing the palms of the hands together and carrying the contents to one side, where face and hands are brought together and vigorously rubbed. Bathing in pools, lakes, rivers, and larger bodies of water is a routine duty as well as being a luxury. In every well-disciplined and properly conducted regiment there are "bathing parades." During service in the tropics these parades take place at least once a week; frequently twice. Every drummer, private, and non-commissioned officer is expected to enter the water. In some regiments they are expected to swim. The men enjoy these parades. Those who venture to hesitate or otherwise avoid ablution are seized by their comrades and unmercifully ducked.





(PUBLIC)

#### THE CORPORAL OF THE GUARD

...ionary is a very necessary as well as a very hard worked individual in the military world. He is incessantly relied upon, during his hours of duty, not only for the performance of man ... rtine, but for the exercise of judgment of a very wide scope. As his title indicates, he is a non-commissioned officer—a corporal. After guard has been mounted, he marches the reliefs to their posts, bringing the relieved men back to the guard-house. He must inspect the posts from time to time, and when a sentry holds up any suspicious person, his call is at once for the corporal of the guard, the call being passed from post to post. For instance, if there is trouble at post number five, the sentry at that post cries out at the top of his lung ... the guard, number five!" This hail, passed along, brings the corporal in a hurry, and the situation being explained to him it is for him to assume the responsibility as to what to do next. In most cases he can solve the problem, but if not, he in turn passes it over to the officer of the guard.



**PROSTRATED AT CAMP.**—It is a startling fact in connection with military movements during war times that, usually, more men become non-effective from accident, sickness, and disease than from direct action against the enemy. The percentage of casualties in camp and on the march, under ordinary conditions, depends in a great measure on the degree of care taken of troops by their commanders, but when the insidious influences of an unhealthy foreign climate have to be fought against, care and caution count for little. Frequently, however, operations must be undertaken for strategic purposes, and swamps reeking with poisonous gases. Or, as happened at Maiwand during an Afghan campaign, the only water available for drinking is contaminated with human excreta or other impurities. In tropical countries—and even in our own, during July and August—the sun's fierce rays strike men with as sure and as deadly an aim as machine batteries at short range. The man whose prostrate figure is seen in the above illustration has been drilling. He is a volunteer and not yet accustomed to the unaccustomed heat of the tropics. He has been drilled for an hour or longer on a hot day in closed ranks, with full equipment, in a burning sun, under which the strongest sometimes break down. The greatest hardship of the Cuban campaign was the fierce heat over the rough country,



**THE BREAD SUPPLY.**—The quartermaster's and commissary's departments of the army were at first sorely taxed to provide the needed supplies for a hundred thousand troops called suddenly into service, and millions of dollars' worth of food and other necessary stores poured daily into the various camps of concentration. The average civilian has little comprehension of the enormous quantities of such things that are needed to support an army. The four "B's"—bread, beef, bacon, and beans—are the main staples of army diet in the field, but there is a multitude of other items, such as coffee, sugar, molasses, tobacco, etc., which the commissary of subsistence must furnish. The quartermaster's task is equally great. He must supply tents, clothing, shoes, wagons, blankets, and the like, besides arranging for the transportation of both men and stores. Of course, there are the medical stores, the ammunition, and other ordnance supplies, and the pontoons, etc., for the engineers. In the minds of most people, soldiering consists merely of marching, mounting guard, and fighting, but this is only a part. Men must be supplied and supported, and the army which has the best quartermaster and commissary is the one that will be the most efficient. Our photograph was taken at Camp Black.





**CAVALRY IN MODERN WAR.**—A fact that has been long appreciated in European countries is that a good man on horseback as an attacking force is the equal, if not the superior, of the same man on foot. In the great battles of the world, the cavalry has always been the reserve, and has always been held back until the last moment. Now the ground within more than a mile of the enemy's advance line is torn by shells, and the cavalry is held back until the last moment. To advance such a distance will take infantry half an hour; cavalry could cover this ground in six minutes. Hence the modern war is a war of attrition. The invasion of Cuba did not afford an opportunity for the best use of mounted men. The natives, however, are splendid horsemen, and the Spanish cavalry was very much hampered by the Spanish tactics. In fact, so great has been the massacre of horses that the extermination of the native breed now months' constant schooling before he can hope to become a skillful horseman; he needs three years' hard work to become an efficient soldier.



**BREAKING IN FRESH HORSES.**—Squadron A, of the National Guard of the State of New York, is the crack cavalry organization of New York City, having been brought to its present high state of efficiency largely through the efforts of Major C. P. Roe, a former officer of the regular army and since promoted to a Major-Generalship, having command of the entire National Guard of the Empire State at the time of the war. The members of the squadron are carefully picked men, among them being many of considerable wealth and some prominent clubmen. The illustration shows them in their rough-service riding costumes, ready for the difficult task of breaking in a number of new horses without saddles. The wonderful riding of the regular cavalymen, which is often exhibited at public gatherings, has inspired the volunteers to emulate them, although many of the men in Squadron A are as good horsemen as are to be found anywhere. A "squadron" in a cavalry organization corresponds to a "battalion" in the infantry, and is composed of three "troops," as the cavalry "companies" are termed. Squadron A saw service in Porto Rico.



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**MAJOR-GENERAL CHARLES F. ROE.**—The commander of the National Guard, State of New York, Major-General Charles F. Roe, who had charge at Camp Black of State volunteers, *en route* to Tampa and other Federal camping grounds, is an ideal officer for such a position, and has a first-rate record as a soldier. The present efficient state of "Squadron A," New York's crack cavalry organization, is mainly due to his untiring efforts as its commanding officer. His selection to assume, under the Governor, direct charge of all State military arrangements, including drill, discipline, and administration, proved to be a very satisfactory choice. General Roe, in addition to his efficiency as a commander, is fortunate in being popular. Popularity and efficiency do not always run together in the service, partly because the most capable officers are often rigid disciplinarians who never relax, but General Roe, by the use of tact and good judgment, secures and retains the good wishes of all.





**A ROUND-UP IN CAMP.**—In every army there is a number of soldiers who chafe under the confinement of camp life, and whenever opportunity offers take "French leave" and have a few hours' freedom from restraint in neighboring towns or villages. The rounding-up of these stragglers is the duty of the provost guard, in which there are always some cavalymen, who either deliberately seek out the offenders or patrol the streets and even the country highways and fields, on the lookout for any of the vagrants who may show themselves. When found, these are at once placed under arrest, taken before the provost marshal, and dealt with as the circumstances require. The punishment may be only a few hours' imprisonment in the guard-house, in the case of trivial wandering-away, or it may be death in case of proved desertion in the face of the enemy.



**THE USE OF THE TRAIN IN WARFARE.**—The locomotive has wrought nearly as great a revolution in campaigning as gunpowder did in general warfare. Where ten miles was formerly considered a good average day's march, it would now be regarded as extremely poor for half an hour. The illustration shows the new way of doing things, a whole regiment being hurried into cars and hurried on for hundreds of miles. Of course, when the front is reached, the trains must be abandoned, and the field taken afoot or ahorse. It is customary in transporting troops to furnish regular sleeping or drawing-room cars for the officers, the men occupying ordinary day coaches. Naturally, it is rather difficult to sleep in the cramped seats of the latter, but sleeping and packing and handling are the rule. It is better to sleep in a day coach after all than on the cold ground in the rain. During such trips as those made by the Twenty-second New York shown in our photograph leaving Long Island Station, the men stow away their arms and accoutrements under or over their seats, and are permitted to make themselves comfortable as they may, and to talk, smoke, sing, and otherwise amuse themselves. When stops are made, officers are on the lookout to see that no one leaves the train without proper authority.



**THE BAGGAGE TRANSPORT.**—A vast amount of detail has to be attended to in moving an army to the front. Railroads, of course, are utilized for the long distances, but it is not a little marching to be done, and scenes like that shown here were common, when regiments were ordered to "break camp." There is a great deal of baggage to be carried not only by an army as a whole, but by the individual soldier. His knapsack, blanket, overcoat, haversack, canteen—not to mention his arms and ammunition—form a heavy load, and a wise commander avails himself of every opportunity for lightening the burdens of his men, as, for instance, in this case, where a strong wagon is piled high with their belongings. It is always the best policy to keep troops fresh, saving them as much fatigue and hardship as possible, in order that they may be in fine condition and high spirits when they go into action. Jaded men are a heavy handicap to a general.





**BRIGADIER-GENERAL GRANT.**—Brigadier-General Grant is the oldest and best-known of ex-President Grant's three sons. He is a West Point graduate, and served under his distinguished father for a brief period just prior to the close of the Civil War. Since that time he has been a conspicuous figure in public life, and has held a number of responsible offices. Among the most important of these was his service as Minister to Austria during President Harrison's administration. He filled this position with credit to himself and his country. More recently, by appointment of Mayor Strong, at the head of a reform administration in New York City, General Grant made a creditable record as a Police Commissioner under trying conditions. This worthy son of a worthy sire has many of his father's characteristics, the most noticeable being that of firmness and resolute purpose. In appearance, as will be seen from the illustration, which is taken at the time of the outbreak of the war, represents him as standing in front of his tent at the headquarters of the Fourteenth Regiment, he strongly resembles his father. In physique he is a model military man, larger in build, and more impressive in uniform than was "United States" Grant.



**FAREWELL TO THE SOLDIER BOYS!** The Fourteenth New York Volunteers was one of the first regiments to reach the camp at Hempstead, L. I., and one of the first to start south for the front. Camp Black was a very popular place during the mobilization days early in the war, and crowds like that shown in the illustration were the rule, especially when the regiments departed for the scene of war. As many as 10,000 visitors have been counted at the camp in one day. The Fourteenth New York is finely equipped, and was commanded in the early part of the war by Brigadier-General Grant, the son of the famous leader. Its field officers, that is, the colonel, lieutenant-colonel, majors, and adjutant, as well as the regimental staff, are all mounted, as seen here and as the army regulations require. Before the war, it was not uncommon to see these officers on foot.





**TWELFTH REGIMENT LEAVING PENNSYLVANIA STATION.**—The Twelfth New York Volunteers, recruited up to full war strength, went to the front with unusual enthusiasm. This is a fine regiment, and during the years of its State service it did much hard work during the riots at Buffalo and in Brooklyn. It lays no claim to being a "dandy" regiment, but does rightly profess to be a hard-working, well-disciplined fighting force. Most of its men are young, which accounts for much of its vigor. When it left the station, as shown here, it was roundly cheered by a big throng. This applause given to departing soldiers, while sentimental, is an excellent thing. It stirs the men, makes them proud of themselves, and assures them of the love and faith of those for whom they go to fight. There is less of the spectacular in present-day war, but its sentimental, emotional side is as evident as ever. Men never fight so desperately as they do when defending their colors, which are nothing but emblems





**THE PORT OF CADIZ**—On May 2 Spain dispatched a second fleet, under Admiral Camara, from Cadiz. The Phœnicians first recognized the value of Cadiz as a port. The bay is one of the finest in the world. The anchorage is good, admitting of large vessels. The harbor is remarkably well situated, allowing easy communication, through the Atlantic Ocean and the Mediterranean Sea, with other European countries. Cadiz has gained much of its importance from extensive commercial relations with America. On the eastern extremity of the bay, which is from ten to twelve leagues in circumference, is the Caraca, or Royal Dock Yard, with twelve docks for building formidable men-of-war. In their vicinity there are also three great basins. One of these is for careening frigates, the others are used for all other ships of the line. Near these docks and basins are immense magazines of naval stores. Cadiz is the starting-point for Spanish mail steamers for all of the Spanish colonies. From this port also run lines of steamers to Portuguese, French, German, English, and other ports. The port business of Cadiz has been largely increased since the opening of the railway from Seville. Our photograph shows several Spanish vessels on the point of sailing.

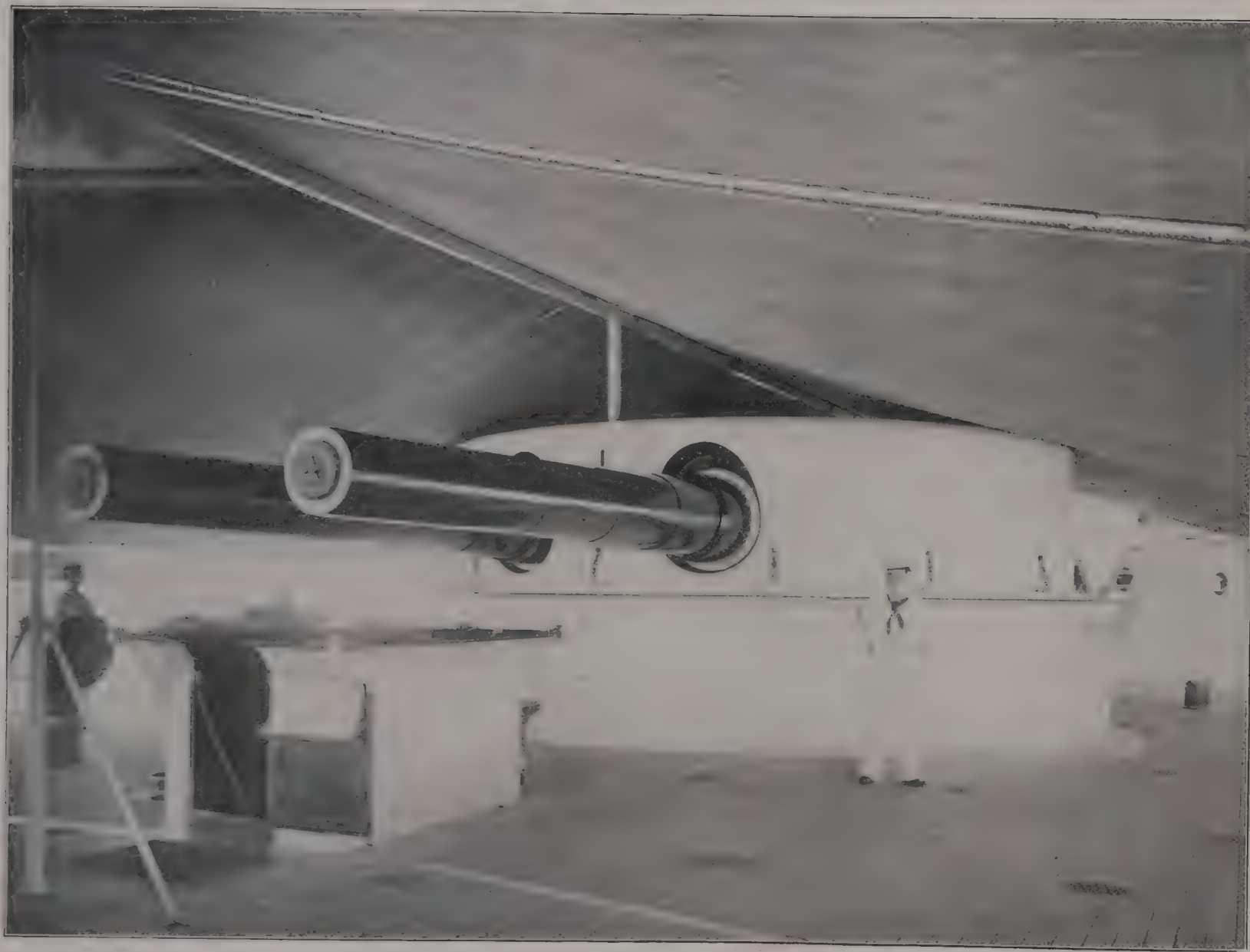


PHOTO BY MULLER, BROOKLYN.

**BIG GUNS ON THE "AMPHITRITE."**—The master pieces of ordnance on board the United States monitor *Amphitrite* are marvels of modern science in the department of naval gunnery. Their big barrels derive from the main fighting power of the *Amphitrite*. They are mounted in pairs within the main turrets. Each of these guns weighs 25 tons and fires a 300-pound shell, weighing 2,000 lbs. It can penetrate 18.75 inches of steel at the muzzle, 16.82 inches at 1,000 yards, and 15 inches at 2,000 yards. Of the five monitors in the United States Navy, all of which are now located on the coast-defense monitors, three—the *Montanmoh*, *Monadnock*, and *Terror* are sisters to the *Amphitrite*, which was built at the same time. The shells and turrets of the *Amphitrite* are of Harvey steel, with a thickness of 11½ and 7½ inches respectively. The roof of the turret is plated with 10-inch steel. These guns have firing surroundings and accessions, so that there is little fear of damage being done in their vicinity by an antagonist. The main deck is of 1½ inch steel, with a thickness of 1½ inches. The vessel's armor belt is seven feet high, and reaches to the main deck, four feet above the water line. The *Amphitrite* was one of Admiral Sampson's squadron which bombarded Porto Rico on May 12, 1898.





**SAN JUAN, PORTO RICO.**—The island of Porto Rico lies about one thousand miles southeast from Havana. San Juan, the capital city, is situated on an island, being connected with the mainland by a bridge and causeway. It is completely enclosed in massive walls of stone and mortar, having a height in places of from fifty to one hundred feet. There are also elaborate fortifications with bastions and drawbridges, and picturesque sentry-boxes which overhang the sea. San Juan, like Havana, has its Morro. The peninsula on which it stands, jutting out into the ocean, guards the harbor, which is almost landlocked and capable of giving shelter to any number of the largest ships. The entrances to San Juan are through well-guarded gateways; within, though the streets are narrow, the buildings are often magnificent, and there is a fine public garden and pleasure grounds. Just before daylight on May 12, Admiral Sampson's fleet arrived off the port. Notice was sent to non-combatants to quit the town. The bombardment of the forts lasted three hours. Morro Castle was dismantled and the other forts suffered severe injury. No injuries were inflicted on either American ships or men.





**THE FIRST GOVERNOR OF PORTO RICO.**—Andres Gonzalez Munos, the first Governor of Porto Rico under the régime of autonomy, and who died on the day of his entry into office, first of the independence of the war, was a lieutenant general in the Spanish army. This distinguished officer won nearly all his promotion on the field of battle. He was distinguished for bravery during three wars in Cuba. The first of these conflicts was called the Ten Years' War; the second, the Little War, and the third included the early part of the present war, which brought to the war between Spain and the United States. General Munos also fought in Spain against the Carlists. On every occasion he distinguished himself for gallantry and thorough knowledge of military tactics and strategy. General Martinez Campos esteemed General Munos very highly. To him was intrusted the direction of the campaign in various campaigns in Cuba. His reputation as an indomitable fighter made him very prominent among the world's brave men. General Munos was born in Santiago de Cuba in 1810. His father was a native of Venezuela, his mother, of Santiago. Like nearly all the officers in the Spanish army who are natives of Cuba, he became one of the most dreaded foes of the United States. His health gave way some time before his death. In fact, it was during a sojourn in Spain for recuperation that he received orders to assume charge of affairs at Porto Rico. Our illustration shows the funeral procession passing down a street in San Juan on its way to the cathedral.



**BIG BUILDINGS TO BE BLOWN UP**—The house in the forefront of this picture is a type of native architecture, San Juan, Porto Rico. The majority of the dwelling places are built on similarly substantial lines, the great thickness of the walls being essential in order to form some protection against the intense heat. No glass being used in the windows, double shutters are employed instead. Many of them are so much as twenty feet high and eight feet wide. Sometimes there is a brilliant narrow frame of colored glass, and then an inner and an outer shutter. The latter is of open work, the former quite solid, thick enough to afford very good protection for the inmates of a house in the event of a siege. Pretty lace curtains are generally used to relieve the severity of so much woodwork. The internal decoration of the rooms is brilliant in colors, red, green, and yellow being the favorite tints. In point of fact, however, the balconies outside the windows, where every breath of air can be caught, are more frequently used than any of the rooms within.





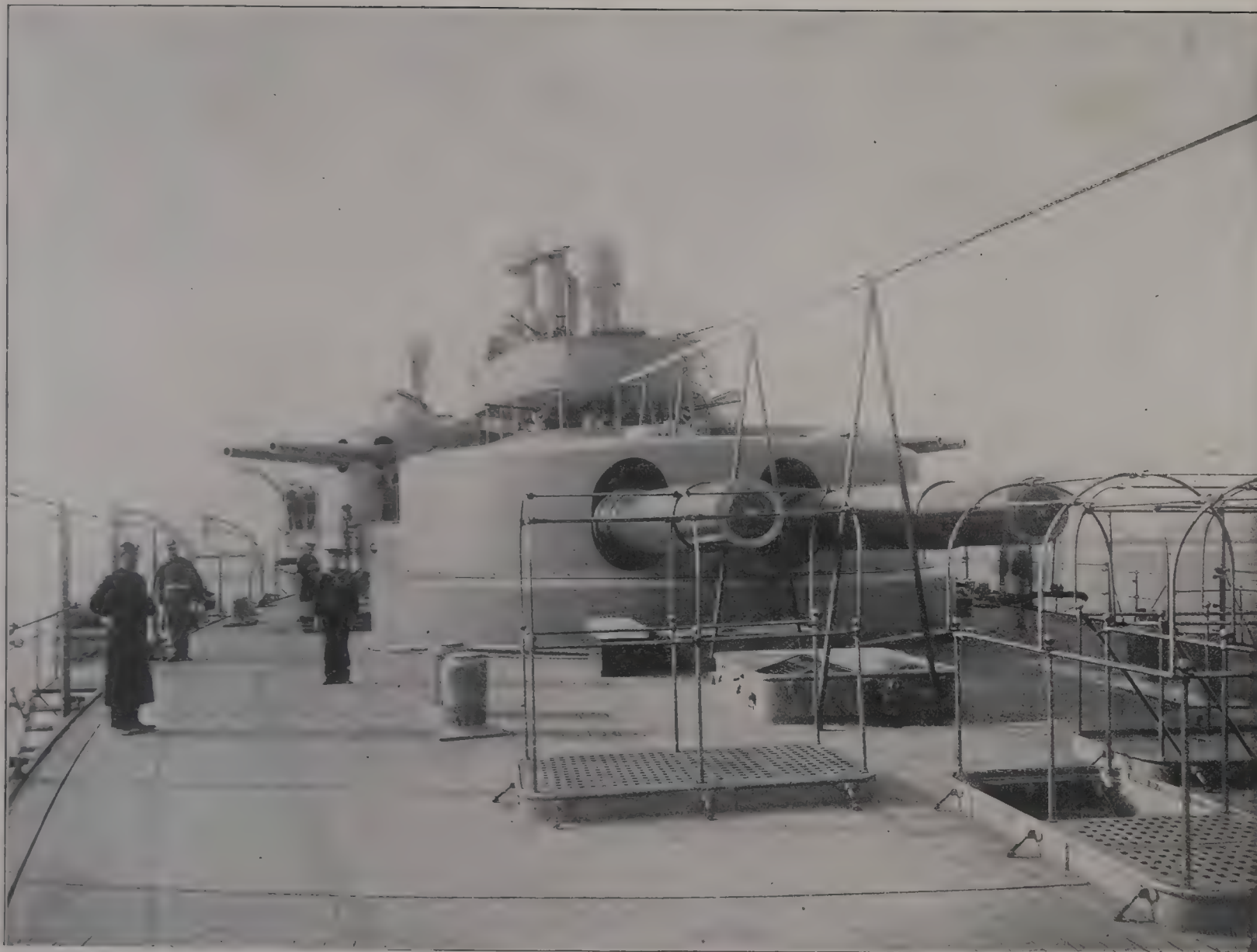
**FORTIFYING SAN JUAN.**—The principal fortifications of Porto Rico are at San Juan, the capital of the island and residence of the Captain-General. Those surrounding his palace were, until the bombardment, among the most formidable. This place is known as the fortress of Santa Catalina. Morro Castle, reduced to ruins by the North Atlantic Squadron on May 12, with only trifling resistance, was, when first built, a really strong protection. The deadly effectiveness of modern artillery has, however, deprived it of usefulness as a safeguard against invasion. Several months ago the Spanish government authorized and ordered the renewal and preparation for modern artillery of the Porto Rico fortifications, which also include the Upper Castillo fort on the San Juan River. This photograph was taken while the work was in progress. Admiral Sampson's operations against the island caused a break in the continuity of the work of renewal. San Juan, in the past, has been a favorite target for the guns of invaders. Resistance was, on three occasions, successfully offered against fierce attack. In 1594 Sir Francis Drake endeavored to capture San Juan, but failed. The same result followed an attack under Sir Ralph Abercromby in 1791. Again, in 1799, the possessors of Porto Rico drove off Sir George Harvey. Once only in its early history did the enemy gain a foothold. In 1597, under the Earl of Cumberland, San Juan was captured by English forces.



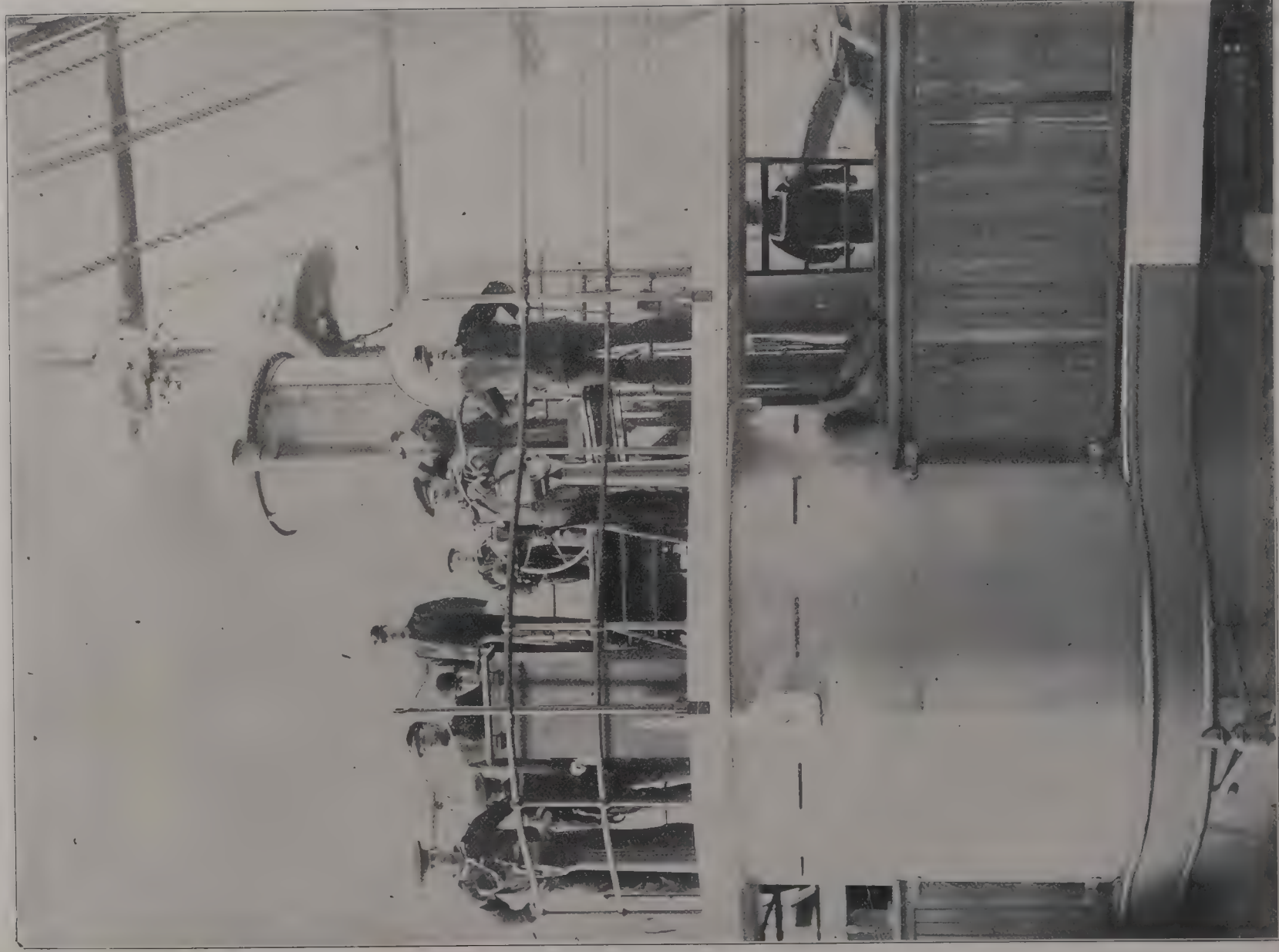


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**OUR BIGGEST BATTLESHIP.**—Although our new navy boasts of some of the finest war-vessels afloat, the most powerful of them all is the coast-line battleship *Iowa*. This monster fighting machine is as nearly invulnerable as scientific naval architecture can make her. Her armor is of Harveyized and nickel steel 14 inches thick on the sides, 15 inches thick on the turrets, and 15 and 6 inches respectively on the barbettes. Her armament consists of four 12-inch, eight 8-inch, and six 4 inch breech-loading rifles in her main battery, with twenty 6-pounders, four 1-pounder rapid-fire guns and sixteen 3-inch guns in her secondary battery. She has twin screws driven by vertical triple-expansion engines of 11,000 horse-power, and her speed is 16 knots. Her keel was laid in 1896, three years later than the *Indiana*. She is one of the newest of the battleships and represents in her construction every improvement in naval architecture. Her extreme length is 315 feet, her beam 72 feet 2 inches, and her main draught 24 feet. Her displacement is 11,410 tons, and her cost \$3,010,000. Although the displacement of the *Iowa* is 1100 tons more than the *Indiana* she cost \$10,000 less. Her crew numbers 36 officers and 450 men. The *Iowa* took part in the reduction of the Porto Rico fortifications, in the first bombardment of the fortifications near Santiago, and in the destruction of the Spanish squadron on July 3, 1898.

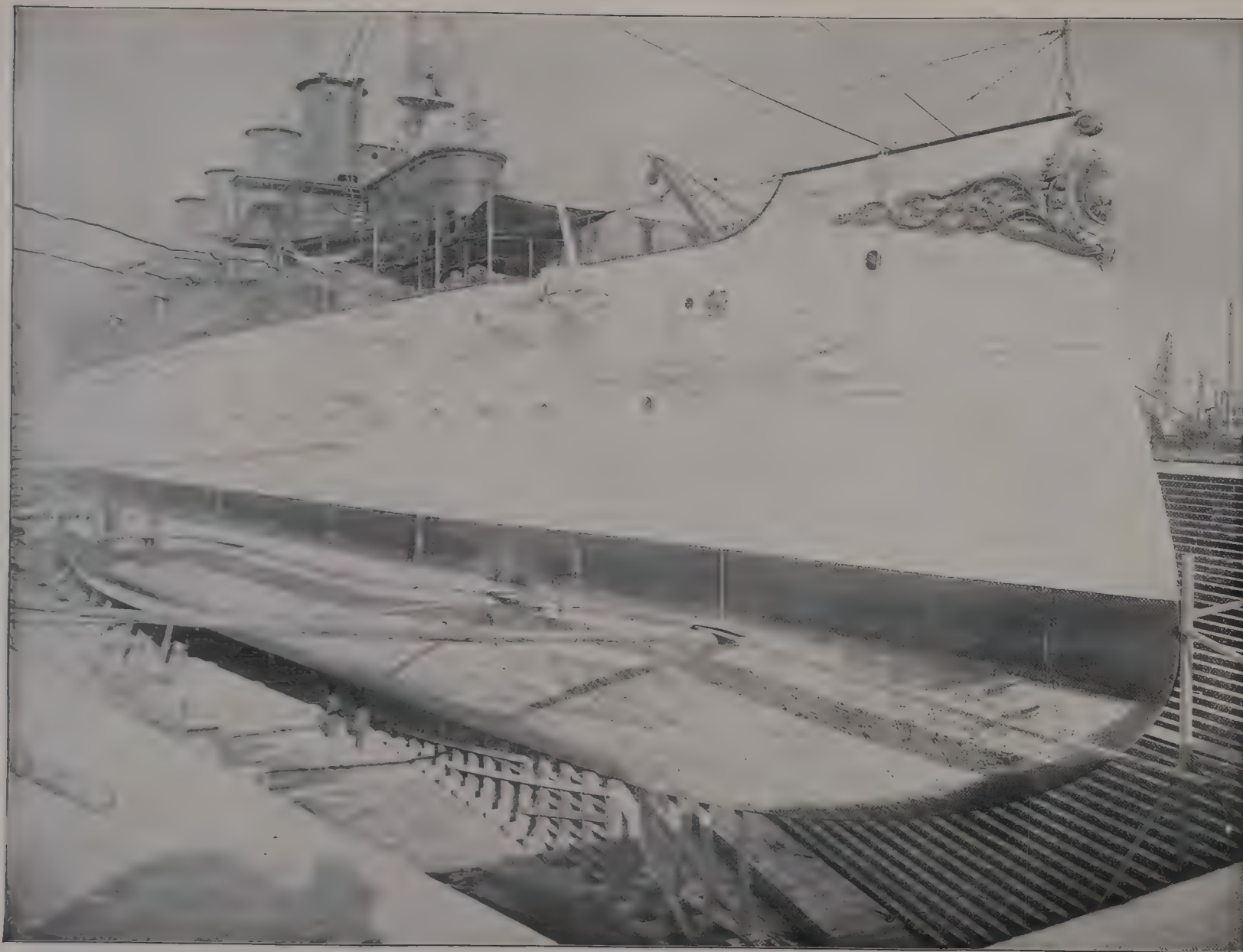


**QUARTER-DECK OF THE "INDIANA."**—The quarter-deck of a man-of-war is as sacred a place now as in the days of Drake, Nelson and Decatur. No enlisted man is permitted to invade it except on duty, and no officer, save the officer of the deck, or the captain, may linger on the starboard side of it longer than necessary in passing to and fro. There is a great difference between the military and naval service, but none is more punctilious than that observed on the quarter-deck. When officer or man comes aboard he must salute it as well as when coming ashore; it must follow the salute of the deck formally returning the salute. On the battleship *Indiana* the quarter-deck is large and imposing, comprising all that part abaft the superstructure. It is a large, flat deck, with walls of steel seventeen inches thick, containing two of the four big 13-inch rifles the vessel carries. The destructive power of these weapons is such that the *Indiana* could cut to three feet of the hull or armor of Porto Rico, May 12, 1898. They are of the largest calibre used in the American navy, and are now carried only by the battleships *Massachusetts*, *Indiana* and *Oregon*, each of which has four. They will also be carried, though, by the still larger battleships *Kearsarge*, *Kentucky*, *Alabama*, *Illinois* and *Wisconsin*, now building.



**ON THE BRIDGE AT SEA.**—Like the quarter-deck in port, the bridge at sea is the centre of the ship's management, being the station of the officer of the deck, who is the representative during his watch of the commanding officer, and responsible for the navigation and general welfare of the vessel. He is aided, except on very small vessels, by a junior officer of the watch, who is a naval cadet or young ensign, and also by a quartermaster, a signal boy and a messenger, all of whom stay on the bridge with him, or near by, for he cannot leave the bridge while the vessel is under way until properly relieved, and his orders, when not given by mechanical signal or the boatswain's mate's, must be carried by the messenger. Throughout his watch, which is four hours long, except in the two two-hour dog-watches, he must be on his feet, keenly on the alert, conversing with no one except officially, and utterly regardless of weather. Whether it be a burning tropical sun at mid-day, or a howling winter's gale at midnight, he sticks to his post, knowing that upon his skill and fidelity depends the safety of a valuable fighting-machine and the hundreds of souls she carries.





**THE FIRST MISHAP.**—After her collision, in May, 1898, with a British merchant steamer, the U. S. Cruiser *Columbia* had to be placed in dry-dock at Brooklyn to repair the injuries she sustained. This was the first serious mishap to befall any vessel of the U. S. Navy after the outbreak of the war. It is not alone for the repairing of abnormal injuries, however, that vessels have to be docked. After prolonged cruising, especially in tropical waters, the bottoms of steel ships become so foul, from barnacles, sea-weed, and other marine growths, that their speed is seriously impaired, and they have to go into dry-dock at regular periods to have their bottoms cleaned and painted afresh. Sometimes the loss of speed from these incrustations amounts to five or six knots. There are several means of lessening this fouling, such as sheathing the bottoms with wood encased in copper, and painting with anti-corroding paint. Several of the new American warships are sheathed, but this process has its objections. As for the anti-corroding paints, they simply lessen the fouling, but do not wholly eradicate it. Frequent docking is the only remedy for the evil.

PHOTO BY MULLER, BROOKLYN.



**SEA-GIRT CAMP SCENES.**—Seen in the distance, under favorable barometrical conditions, a military camp is enchanting to the ordinary civilian observer. This charming picture, inspiring to all beholders in its finished state, is not begun, nor is it completed, without infinite pains and much physical exertion on the part of those who intend to abide within its pe-  
 ... boundaries. First of all, a suitable site must be chosen. The word "suitable" does not at all refer to landscape effects, as an outsider might often be led to suppose. Sanitary  
 ... ns, with special reference to a liberal water supply for men and horses, must be considered before everything else in times of peace. During war, if advancing upon, or retreating  
 ... enemy, strategical safety is always sought for, to guard as much as possible against raids and other surprises. Then follow many details before the tent-peaks are permitted to point  
 ... Streets must be laid off, quarters assigned, trenches dug, if time permits, and all preliminary arrangements made for routine and departmental work. Our photographs show the  
 ... t Sea Girt and the first troop to arrive on the scene.



**AN ARMY STORE.**—The Commissary-General is a very busy and important man in an army in time of war, his duty being to supply the troops with food, which is a gigantic task among many thousand men. The Commissary's tent or shed in camps is in reality a store, as shown here, and it is always busy. The non-military sutlers who, during the Civil War, accompanied the armies and grew rich by charging the soldiers exorbitant prices for articles not always of good quality, were discouraged by the War Department in the late war, their business being greatly curtailed, owing to arrangements by which the troops could obtain delicacies, tobacco, and other articles, of good grade, from the army Commissary at the lowest prices. The result proved beneficial not only to the soldiers individually, but to the army as a whole, the men being more contented and better supplied, and there was a noticeable improvement in the general morality. Our photograph shows the army store at Sea Girt camp.





**GETTING READY FOR SUPPER.**—Supper at a military camp is not a hearty meal. It consists, so far as the government ration is concerned, of bread or biscuit, and tea or coffee. When circumstances permit the men purchase for themselves such luxuries as butter, cheese, eggs, etc., but the pay of the soldier does not allow of much self-indulgence in the matter of food. To get ready for supper only requires the chopping of wood for the tea or coffee kettles, and the lighting of fires. When the water comes to a boil, and the company cooks are ready to ladle out at the rate of a pint to every man, the bugler sounds the mess-call in the centre of the camp. This call, like many others, is set to verse in a crude way, and is the most popular bugle-sound with all, including the bugler himself. Supper is made ready at a given hour each evening. As the "supper" bugle sounds, company orderlies emerge from their tents hurriedly, each carrying a tin can of sufficient capacity to hold a pint of tea or coffee for every man "in mess" for the day. Those not "in mess" are usually on guard duty, in hospital, in prison, or absent, with or without leave.



**CAMP POST OFFICE.** The enormous amount of mail matter sent from and received at a camp where there are several thousand troops, nearly every one of whom writes at least one and receives several letters daily, necessitates the establishment of a camp post-office, which is a tent set apart for the special purpose of handling the mails. This is a popular resort of the boys in blue who throng to it in varying numbers during their few leisure hours to send letters to family and friends. It is customary in most large camps for each brigade to have its own post-office, whence the mail is distributed, first to regiments, and then to each company of each regiment. Accordingly, in addressing a letter to a man, it is very important to put, after his own name, that of his company and regiment, as well as the camp itself. For example: "Private John Doe, Company C, 44th New York Volunteers, Camp Douglas, Matanzas, Cuba." Mail communications are kept open with the armies as much as possible, and, unlike the sailor, whose means of correspondence with home are often sadly interrupted, the soldier can nearly always keep in constant touch with the "girl he left behind him."



**Y. M. C. A. IN CAMP.**—The Young Men's Christian Association work in the cities of the United States and all other English-speaking countries is widespread. The aims and objects of the local societies, wherever established, are exceptionally praiseworthy. Their recognized power for good is great and continually growing. The latest and one of the wisest American developments in this country was the establishment of a working corps in connection with the army in the field. The plan in operation was to erect one or more large tents on a suitable ground, with experienced general secretaries in charge. It was their duty to establish and maintain friendly relations with the soldiers, conduct meetings, and do personal work. The equipment included accommodation for reading the current newspapers, magazines, and books, also for writing letters. The general idea was to make the soldier in service to feel that there was a place other than the regimental canteen where he could be entertained, and where he would be infinitely more comfortable. The men were furnished with letter paper and envelopes for home correspondence. General Miles approved the plan of work and issued special orders requiring commanders to extend every courtesy to Y. M. C. A. representatives.





**A NINETEENTH CENTURY CRUSADER.**—The Second Regiment New Jersey Volunteers, has a popular chaplain in the Rev. C. D. Jones. Nearly every regiment in the army has its chaplain, whose duties are more numerous than most people imagine. He not only conducts the regular Sunday services and other purely religious functions, but also moves among the men with rather more freedom and familiarity than discipline permits in case of the other officers. He gets up amusements for them, acts as their counsellor and friend when they are worried, ministers to them when wounded or sick, and sees to the burial of the dead with due ceremonies. He messes with the commissioned officers, being one himself, usually with the rank of captain, but bears no arms, being a non-combatant. Yet he has the hardship of being often exposed to the fire of the enemy without being able to retaliate, and this is well known to be one of the greatest strains to which a soldier can be subjected, a strain far worse than active participation in conflict.



**FORMING SQUARE.**—This is Company M, of the Third New Jersey Volunteers, forming square, an evolution now rarely resorted to in warfare with trained soldiers, but often extremely useful in conflict with mobs, particularly in cities. With a well-drilled body of men, such as Company M, a brief, sharp order changes their formation immediately from company front or column of fours to a hollow square, the men on each of its four sides facing outward, their pieces at a "ready" or "charge bayonets," prepared to fire, at the order, in all directions. Bayonets are more apt to be used in street fights than in regular battle, as nowadays troops seldom get close enough together to engage in hand-to-hand encounters. Forming square is only one of several evolutions performed in the street-riot drill, which is a distinct branch of tactics in itself. In marching through mob-invested streets, flankers are thrown out to prevent the rioters from breaking into the column, sharpshooters are detailed to pick off ringleaders and other harassing individuals, and at every street-crossing squads of men are deployed to head off flank attacks.





**BREAKING CAMP, SEAGIRT.**—An accurate idea of the multitudinous details connected with the moving of a regiment from camp cannot well be gained from any picture. Very few manoeuvres in times of peace, or when preparing for war, require so much dexterity as the proper pitching and striking of military tents. When not in the presence of the enemy, battalions usually camp in column of companies at convenient distances. The tents of each company are arranged in two lines, facing each other. If not, then in one line, all facing in the same direction. Company officers live in tents arranged in line parallel to the flank of the column and at a convenient distance, facing the company street. The colonel's tent is opposite the centre of the column in rear of the line of majors. The guard tents, hospital tents, etc., are placed in accordance with the colonel's orders. When a regiment or battalion breaks camp, all tents are struck at the same moment, when the bugle sounds. The men who have been residing in each company tent are responsible for its proper folding and packing. The tents of officers and other tents used for staff purposes, are packed by fatigue parties detailed for the purpose. Finally, the quartermaster's department takes charge of the whole camp equipage and becomes responsible for its proper transportation.





**BOSTON TO THE FRONT.**—The Boston Naval Reserve has a particularly excellent reputation. We see here a detachment leaving the Charlestown Navy Yard. For a generation after the Rebellion our navy yards were little more than interesting resorts for the curious who came to look over the old hulks which had done yeoman service in the past. Such a condition prevailed for years at the Charlestown Navy Yard. But with the beginning of the Spanish-American War, it was at once seen that upon the naval arm of the service would again fall the weight of conflict, and Norfolk, Portsmouth and Charlestown suddenly became points of great public interest. The Charlestown yard was the recruiting station for the Boston Reserve, whose first service consisted in bringing such vessels as the *Lehigh* and *Catskill* from Philadelphia and other ports to Charlestown to be fitted out. Many of the men then volunteered in the regular service and went on board the *Lehigh*, the *Prairie*, and other vessels. It is safe to say that our navy yards will never again be neglected, since both the government and the people are thoroughly aroused to the absolute necessity of an impressive sea force, with an adequate shore rendezvous and equipment for sheltering and sustaining it.



**OLD GUNS STILL USEFUL.**—Charlestown Navy Yard possesses an exceedingly miscellaneous lot of old war material, including a number of guns which saw service in the late Civil War. Most of these old guns are useless now, and quite recently a number of them were disposed of as old iron. Some, however, are still serviceable, and our illustration, taken in May, 1888, shows a gang of men in the act of moving a smooth-bore gun for transport to Fort Warren. Notice the old-fashioned round shot on the wagon. There are but a few of these guns in use now, but they are probably still capable of effective service. Fort Warren, to which fort this particular gun is being shipped, is the main point of defence in the harbor of Boston, and is very strongly fortified and equipped with the latest contrivances in long-range cannon. Boston is not dependent on Fort Warren alone, however, for its defence, the various islands and points around the harbor bristling with forts and batteries recently erected.



**THE CONSTITUTION.**—The above is a picture of the United States Frigate *Constitution*, lying in the stream at Charlestown Navy Yard, Boston, Mass. Shortly before the war, through the efforts of Congressman John F. Fitzgerald of Boston, she was brought to that port from Brooklyn, N. Y., where she had been moored for many years, and was used as a receiving ship. Although more than a century old, she is still well preserved and seaworthy. By the side of the modern steel battleships she looks a little antiquated. But her record as a fighter is written in letters on the pages of our history and it is the memories that cluster around her that make her interesting and dear to every American heart. The frigate is a ship of war carrying guns on her upper flush deck. The armament is from twenty-eight to forty-four guns. The rating of the iron-clads is different, the guns being larger and fewer in number.

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**THE "LEHIGH."**—The monitor *Lehigh* was put into commission during the war to be used for the defence of the New England coast. It is a type of the old-time ironclad that did so much service during the late civil war, and her turrets are still indented from the blows of bullets. The name, monitor, was given in 1861 by the inventor, Mr. John Ericsson, of New York, to a type of war vessel of small dimensions, capable of navigating small rivers, and almost impregnable against any kind of ordnance. The structure is like a raft on the water with a pivoting turret in the centre, for the armament of branch Dahlgrens. This type of vessel sometimes has two turrets which are, of course, heavily armed and armored. It is not well adapted for sea-going but is designed specially for harbor defence. For some time the *Lehigh* was moored at the Market Street Ferry in Camden, N. J., where it was used by the Philadelphia Naval Reserve for summer practice. At the outbreak of the war in April it was assigned to Boston by the Secretary of the Navy for coast defence. A detachment of the Boston Naval Reserve sailed her from Philadelphia to Boston, and she was found to be a little the worse for wear on her arrival at her destination.



**U. S. MARIN**  
they were mustered in  
35 years, who are citize  
English, and be between  
Boston with the brave La  
Boston marines will doubt  
victories of a glorious war.

**SPECIAL DETAIL.**—The above picture represents a special detail of the U. S. Marine Corps at the Charlestown Navy Yard, Boston, Mass. Early in 1898  
states service in response to the following call: "Recruits wanted for the U. S. Marine Corps; able-bodied, unmarried men, between the ages of 21 and  
d States, or those who have legally declared their intention to become such; must be of good habits and character and able to speak, read, and write  
and 6 feet in height." Under these requirements it is evident that the marines are a picked body of men, not such a motley crowd as sailed from  
The *Shesapeake* in 1813, when he met his fate in that terrible encounter with the *Shannon*. But even with this defeat in mind, the warlike impulses of the  
ed by the remembrance that from this port Captain Hull also sailed forth in the *Constitution* to meet the *Guerrière*, gaining one of the most brilliant





**A GREAT FLAG RAISING.**—When the fields of operation are scattered over so wide an area as was the case during the hostilities between this country and Spain, something special is needed to bring the fact of the existence of war home to the individual whose life is undisturbed by the national upheaval. It is not easy always for those who stay at home to remember that they are actually at war, as much as war as are the soldiers whom they are supporting at the front. Because of this feeling originated those little patriotic buttons to be worn on the lapel of the coat, and similar ornaments. These were almost universally worn by the stay-at-homes, who at the same time decorated their houses, their office windows, even their churches with flags. Throughout the United States the principal thoroughfares of all the great towns were made the scenes of gay decorations. In Boston the raising of the flags became a ceremonious occasion. The function usually took place at noon, thus allowing the working classes to be present. The Collector of the Port, the Mayor, often the Governor himself, were present to make appropriate speeches. A band was in attendance to play a selection of national airs, and the people came together in immense crowds to participate in the celebration. When the flag was unfurled a multitude of miniature banners and moltoes floated out from its folds, to be scrambled for by the spectators. Our photograph represents the flag-raising of the members of the Boston Stock Exchange on State street.



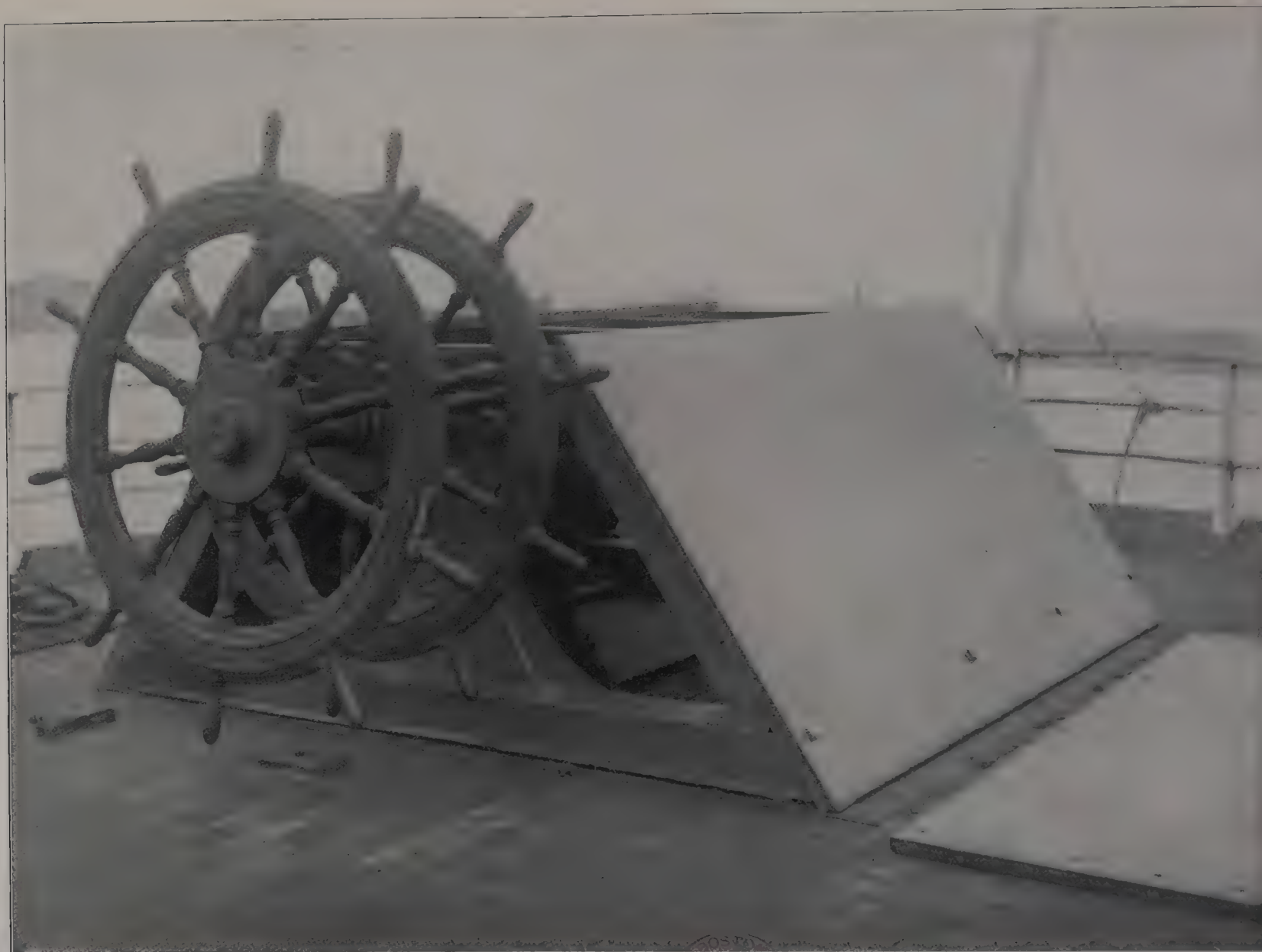


**ANCHORS.**—Over toward the steam engineering buildings of the New York Navy Yard there are long rows of sturdy anchors ready for shipment upon any vessel of war requiring them. These are all of the orthodox, conservative type, with the well-known "stock, shank, and flukes," the various kinds of patent anchors, more or less popular in most navies and merchant marines, having not yet supplanted these old reliances of the mariner. Anchors in the United States navy are of three principal kinds, sheet anchors, bower anchors, and kedges. A sheet anchor, which is the largest carried, derives its name from the fact that in old-fashioned ships it was secured amidships, on the bulwarks near where the fore sheets were secured. It is rarely used, except in a very heavy blow, when the two bower anchors fail to hold the ship. These bower anchors are the ones carried on the bows, and ordinarily used in anchoring. Kedge anchors are very small and used mainly for "warping" a vessel around.



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**THE RAM "KATAHDIN."**—The harbor-defence ram *Katahdin* is perhaps the most interesting vessel in the United States Navy. She carries no guns, save four little 6-pounder rapid-firers for use in repelling the attacks of small boats, but is a ram, pure and simple, a gigantic projectile in herself, to be hurled against the side of her adversary. She lies very low in the water, and has a curved, turtle-back deck, covered with armor from three to six inches thick, which is ample to deflect the largest missiles, owing to the acute angle at which they must strike her, if at all, for she presents an even poorer target than a monitor. The only important thing about her which is exposed is the conning tower, but this has walls of steel 18 inches thick. Her speed is about 16 knots, and at this gait she is intended to dash upon her foe, not deigning to fire a gun, and practically safe from the latter's fire. When once she delivers a fair blow, it is all over with her opponent. Her only danger is from a torpedo, but these can be avoided by skilful handling. The *Katahdin* was designed by the late Rear-Admiral Daniel Ammen, U. S. Navy, and is the only vessel of her type in the world. She was held in reserve during the war, for possible harbor defence, and had no opportunity to display her efficiency.



**ARMOR ON THE BUFFALO.**—The new United States cruiser *Buffalo* was formerly the property of the Brazilian government. It was built at Newport in 1893, and sold to Brazil for the Brazilian navy six months after completion. When secured for the South American republic, this well-built, swift, and otherwise desirable craft was converted into a man-of-war. The name *Nichteroy* was given to her and the main equipment consisted of a 15-inch dynamite gun, supplemented by at least a dozen smaller pieces of ordnance. The *Buffalo* is a steel vessel of over 7000 tons displacement, and was able when built to maintain a speed of between nineteen and twenty knots. The engines and boilers of the *Buffalo* are protected by coal. When negotiations were opened with the Brazilian authorities for purchase of the *Nichteroy* in April last, a naval commission was appointed to investigate her condition and ascertain accurately her capabilities if called into active service. The *Buffalo* has been fitted, since her purchase by the United States government, with an armor belt and sixteen guns, exclusive of some small-fire weapons for use in emergencies. Our photograph shows the protected steering-gear.





**FIGHTING TAILORS.**—There is nothing more interesting to the civilian than what may be described as the domestic side of life on a man-of-war. The natural associations on board are all military—you expect to see the big guns, the stores of ammunition, the general air of ferocity. But what makes you stop with surprise is the sight of two hundred big men down on their hands and knees, with scrubbing brushes, soap, and pails of water by their sides, cleaning their canvas hammocks with all the diligence of Normandy peasant women. It is done well, too, this washing work. A little farther on are scores of other men seated at long board tables peeling potatoes. Lower down the deck you come across the ship's tailors—some of them sitting cross-legged, professional mannered, with needle and cotton in their hands; others with their weather-beaten faces bent in serious contemplation of sewing machines. Curious, this spectacle of big-handed men, used to operating the monster guns and severe machinery of war, spinning round the wheel of a sewing machine! And yet they do excellent work—these fighting tailors. Their stitches are small and neat, their patching irreproachable. Altogether, fine men, whatever they are doing!



**CUBAN COAST DEFENCES.**—On May 12, members of the First Infantry landed near Fort Cabanas with supplies for the Cuban insurgents. The encounter with the Spanish was the first land engagement of the war. Fortress Cabanas is one of the chief points on the long line of Cuban defences. The fort protects not only Havana harbor but the sea front looking to the north. It is built of white stone, is to all appearances a crumbling mass, very old, seemingly past the age of utility. The almost perpendicular cliffs below the fortress are of a yellowish rock covered with scrub and rank grass. Immediately at the foot of the precipice is a little fishing station, where boats of all kinds lie at anchor. Toward the ocean the incline is still more precipitous, rising to a height of more than 140 feet above the sea level. From this elevation commanding views are obtained of the gulf. Some six or eight 10-inch guns are mounted at the fort, the supplies of ammunition being brought over to Cabanas by boat from the Navy Yard at Havana. This the fort really protects, being situated at a distance of rather less than two miles. The walls of the fort are connected with a long line of fortifications, which stretch along the coast so far as Fort No. 4, which protects the city of Regla. The full extent of these walls is probably four miles, if not more.





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**THE CRUISER "MARBLEHEAD."**—The *Marblehead*, now in charge of that intrepid and zealous officer, Commander B. H. McCalla, and the most active of all vessels with the combined squadrons in Cuban waters, belongs to the same class as the *Detroit* and *Montgomery*. The three vessels, "unprotected cruisers," were authorized by Congress ten years ago. Unprotected cruisers rely solely upon coal and a very minute subdivision of the compartments in the region of and below the load line for protection against serious injury. This is further secured by cofferdams worked in the vicinity of the machinery spaces and filled with cellulose or other water-excluding material to prevent the water, in case of injury, from finding its way to the larger compartments in the centre of the vessel. The *Marblehead* carries ten 5-inch, six 6-pounders, two 1-pounders, and two Maxim guns. The main armament of ten 5-inch rapid-fire guns is carried as follows: one each on the forecastle deck and the poop, two in wide sponsons on each broadside, giving dead-ahead and astern fire, and between these are two other 5-inch guns on each broadside. Her displacement is 2089 tons, and speed 18.44 knots. The *Marblehead* took part in the cutting of the cable at Cienfuegos on May 12. On June 8, with the *Yankee*, she bombarded the shore at Guantanamo while the *St. Louis* cut the French cable. On June 12 she landed a detachment of marines, covering their position with the fire from her guns, and on June 15, with the *Texas* and the *Suwanee*, she reduced the fort at Caimanera, on Guantanamo Bay.





**PREPARING TO FIRE A BIG GUN.**—The scene represents a gun-squad handling a 5-inch rapid-fire breech-loading rifle on the unarmored steel cruiser *Marblehead*. The projectile, as may be seen, is conical in shape. It can be thrown to a distance of eight miles, though the limit of effective accuracy is about five miles. This rifle can also be employed to throw shells which are used at short range. With a solid shot, however, which weighs about 100 pounds, a 5-inch rifle can pierce twenty inches of Harveyized or nickel-steel plate at a distance of two miles. The rifle, when manipulated by expert gunners, can be fired at the rate of ten times per minute, and the cost of each discharge is about \$150. The *Marblehead* was laid down in 1890. Her displacement is 2089 tons; average speed, 18.4 knots; horse-power, 5452. The main battery of the *Marblehead* consists of nine 5-inch rapid-fire guns, and her secondary battery of six 6-pounders, two 1-pounders, and two Gatlings. She cost \$674,000.



**CRACK SHARPSHOOTERS AT CIENFUEGOS.**—The term "guerrillas" originated in Spain, and was, at the time of its origin, applied to armed bands composed of peasants and shepherds who voluntarily carried on an irregular warfare on their own account whenever a fair excuse was offered. It is this name which is used to designate the sharpshooters with the Spanish army now in Cuba. A large number of these men are mounted, their horses being the best obtainable for rapid traveling in rough and difficult places. The guerrillas are usually formed into companies of from thirty to one hundred men. To a large extent they are recruited from the disorderly classes. Part of the policy of recent Captains-General has been to release convicts from the Cuban prisons and form them into guerrilla companies. From this fact can be judged the character of the guerrilla campaign instituted by Weyler against the "pacificos." During the cutting of the cables by a naval force from United States vessels on May 14, at Cienfuegos, guerrillas, under cover of trees near the coast line, kept up an irritating and almost continuous fire. This action took place within easy distance of Cienfuegos Castle, which, with the surrounding fortifications, is shown in our illustration. It was the guerrillas, too, who gave the marines the most trouble at Guantanamo.



**STREET SCENE, CIENFUEGOS.**—The town or city of Cienfuegos is on the south coast of Cuba, commanding the Bay of Jagua. There is a good harbor, with forts on either side of the entrance. Until the occurrence of recent important naval incidents, rapid progress was being made with a new fort. The guns in use are mostly obsolete. It is one of the best built cities on the island. The main street is wide, with continuous arcades. It boasts of a cathedral, somewhat imposing in appearance. In prosperous times the commercial interests of Cienfuegos are important. Cacao, sugar, and molasses are among the chief commodities. There is railroad communication with Cardenas and other coast cities. Cienfuegos will be remembered principally in the war record as the place where four launches from the *Marblehead* and *Nashville* were sent to drag for and cut the cables running to Santiago and other points. The naval force, although well covered by the guns of the warships, met with a warm reception from Spanish cavalry and infantry at short range, but succeeded in their mission sufficiently to sever all cables except one running inshore. Before leaving, the warships turned their guns on the Cienfuegos lighthouse and destroyed it.





**FAREWELL TO THE FLYING SQUADRON.**—Our photograph shows the immense crowds lining the parapets of Fortress Monroe to see the last of the famous Flying Squadron, which sailed from Hampton Roads on May 13, on its way to Cuban waters. Monroe is the largest fortress of the United States. It stands on Old Point Comfort, and is built in a regular hexagonal form, covering an area of eighty acres, the distance around the fortifications being nearly two miles. Its construction and maintenance have cost \$15,000,000. It mounts its guns and 12-inch howitzers in casemates, and 51 heavy guns *en barbette*. Gun 40 is notorious as a trysting place for lovers. In fact, until the outbreak of the late civil war, it was open to the public, who gained entrance by a drawbridge thrown across the moat. The fortress is greatly frequented by visitors at the two vast hotels within a few hundred yards of the battlements. Both these houses are built of wood, the leases being held on condition that they shall be emptied of all occupants at eight hours' notice of necessity, for in the event of a hostile fleet approaching up the Roads, they would be in the line of some of the guns at the fort, and would be promptly demolished by well-directed shells.



PHOTO BY MULLER, BROOKLYN.

**SHAVING ON BOARD SHIP.**—On every American man-of-war, except torpedo boats and other small craft, there is a ship's barber, who is one of the crew, skilled at the trade. It is his duty to shave such officers as do not shave themselves and cut the hair of both officers and crew. Officers usually give him a little extra compensation, and sometimes the men do, and he is thus enabled to turn over a good many honest pennies in addition to his pay as an enlisted man in the navy. Of course it is impossible for one or even two men to perform the tonsorial duties for a big crew, and the barber is not required to shave the men unless he wants to. It is not uncommon on board ship for the men to shave each other, one man shaving a mate, and the other then reciprocating. The ship's barber has other duties though besides shaving and hair-cutting. He has his regular station at "quarters," usually in the powder division, where he assists in serving the guns with ammunition. The barber is very often a petty officer, corresponding to a corporal in the army.



**SCENES ON THE "BROOKLYN."** 1. JACK'S BED — The hammocks in which men-of-war's men sleep are very different affairs from the kinds that adorn verandas and lawns in summer weather. They are composed of pieces of canvas suspended from a pair of hooks by means of many little cords called "clews" running from each end of the canvas to ring where they concentrate. The accompanying bedding includes mattress, blankets, and sometimes a pillow and sheets, but it is rarely that the enlisted men have the latter, owing to the great additional washing they would necessitate. Hammocks are "piped up" when all hands are called in the morning; each man must spring out, lash his hammock in a prescribed way, and take it quickly on deck, where it is stowed in the "nettings," which are not nettings any longer, but boxes in the rail or bulwarks. At evening "hammocks," when there is a chaplain on board, brief prayers are offered up. 2. THE GUN DECK.—The small-arms used on board our armored cruisers are stowed on the gun deck, those of the blue-jackets in an armory forward, those of the marines in racks as shown here. While the sailors have their rifles cared for by the ship's armorer and his assistants, the marines are held personally responsible, each for his own piece. The present small arm of the United States navy is of recent adoption, and had its first test in the war. It is a magazine gun, firing a bullet of the low calibre of .236, the smallest in any military service at the present day.





**LEAVING FOR THE FRONT.**—Our picture represents the famous Sixth Massachusetts Regiment passing in review before Governor Roger Wolcott, on the eve of its departure from Boston. We see the Governor in plain civilian clothes, surrounded by his staff in undress uniforms, standing on the granite steps that lead up to the State House. This custom of reviewing the departing troops at the State House in Boston comes down from the times of the late Civil War, when Governor Andrew, familiarly known as the War Governor, used to take his stand on the same steps and bid farewell to the soldiers in the name of the Commonwealth of Massachusetts. It is a very affecting and solemn scene. Our picture shows the command at "arms port," moving along at a lively pace, with the colors about to be dipped out of respect to the chief magistrate of the State. The "Fighting Sixth," as it is sometimes called, is one of the most popular of the Bay State regiments. In 1861 it was the first regiment in the country to respond to President Lincoln's call for troops. There also was the first blood shed in the Civil War. On its way through Baltimore it was attacked by a mob on Pratt Street, in that city. Before it reached Camden Station, its destination, the lifeless bodies of six of its members, with thirty or forty seriously injured, were being borne along. In marked contrast to this was the reception accorded this regiment by the people of Baltimore on May 19th, 1861.



**OUR FIGHTERS IN THE WEST.**—During the month of May, 1898, a large number of troops was pushed forward from Oregon, Utah, Wyoming, Colorado, and other States to the Pacific coast. Many of these were bound for Manila; others were under orders to remain in California with the idea of strengthening the protective forces of the Pacific slope. Our photographs show four typical Californian scenes: (1) A troop of U. S. cavalry fording a river. (2) A cavalry camp. (3) A scouting party at supper. (4) An army wagon making a crossing on a rumbly roadway. The Californian mountain trails are not the best for drawing heavy wagons over. In many places that have to be crossed there is practically no track at all; in others the rains will have washed the road entirely away, so that immense cracks and fissures many yards across have to be encountered and temporary bridges thrown over them before progress is possible. Many of the ascents and descents met with on an ordinary day's march are too formidable for horses to negotiate, and the soldiers themselves have to draw the wagons.





**PRESENTING THE COLORS.**—The presentation of national colors to the First Battalion, California Heavy Artillery, took place on the parade ground of the Presidio, San Francisco, on May 22d, 1898, in the presence of several thousands of spectators. Colonel Smith, commanding the First Regiment of California U. S. Volunteers,—recipients, only three days before, of a handsome set of flags from the San Francisco Chamber of Commerce—sent his regimental band for the occasion. Four batteries, completely equipped, paraded in campaign uniform, with Major Rice in command. Major William Land, of Sacramento, presented a magnificent silk national flag to the battalion, in the name of the people of Sacramento. Appropriate speeches were made. As the colors, uncased and unfurled, changed hands, ringing cheers were evoked from men and spectators. Major Rice accepted the emblem in behalf of his command, solemnly pledging the life of the men in the battalion to protect it. The men, formed in hollow square, at a given signal indorsed their commander's pledge with heads uncovered and right hands raised.





**THE "CHARLESTON" SAILING FOR MANILA.**—The *Charleston*, which started for Manila three weeks after the defeat of the Spanish navy at that port by Admiral Dewey's squadron, is officially rated as a second-class protected cruiser. She is one of the earlier of the vessels of the "new" navy, having been built in 1887-'90 at the Union Iron Works, San Francisco. She was in the batch of new cruisers designed during the Whitney régime at the Navy Department, and was patterned after the crack English-built Japanese cruiser, *Namwa*, which she closely resembles. Her armament comprises two 8-inch and six 6-inch breech-loading rifles of high power, and a number of smaller rapid-fire guns and Gatlings. Protected cruisers carry no armor save a turtle-back deck covering their vitals. That on the *Charleston* is 3 inches thick on the sloping sides, and 2 inches on the flat top. Her speed is about 18 knots and she is very efficient. During the last Chilean rebellion, the *Charleston* attracted much attention by her chase of the steamer *Itala*, loaded with munitions of war for the rebels, and by the encounter which was then expected between her and the Chilean cruiser *Esmeralda*, a vessel of the same type, the two, in fact, being closely matched. The *Charleston* arrived at Cavite on June 30, having on her way received the capitulation of the Spanish on the Ladrone Islands.



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**THE BATTLESHIP "OREGON."**—The *Oregon*, which performed the remarkable feat of steaming from California to the West Indies in fifty-seven days, is a sister-ship of the *Massachusetts*, and a ship whose superior in battery power and armor protection does not float to-day. She may be justly termed a bull-dog of the sea. Pursuant to the American policy of having ships better armed, class for class, than corresponding foreign vessels, the *Oregon*, like her two sisters, was given a battery of terrific force. It comprises four huge 13-inch breech-loading rifles, eight 8-inch, and four 6-inch, besides a swarm of small rapid-fire guns. These guns are arranged, too, so that they command a wide range, and are concentrated on more points than the guns of any other battleship. A single discharge from all her weapons hurls more than three tons of metal! Speed had to be sacrificed in order to secure this enormous battery power and also the heavy armor protection, but in spite of this the *Oregon* managed to maintain the very respectable gait of thirteen knots during her 13,000-mile jaunt around South America. She was the first United States battleship to cross the equator. The *Oregon* joined Admiral Sampson's fleet May 26; her performance at Santiago on July 3, 1898, was one of the most remarkable events of which the war was productive.



**SANTIAGO AND ITS HARBOR.**—On May 29 Admiral Schley located the Spanish fleet in the harbor of Santiago. There are few harbors to equal this in natural advantages, a fact which Admiral Cervera well knew when he made it the headquarters of his ill-fated squadron. The mouth of the harbor is so narrow that it is hardly discerned from passing vessels. The great ranges of mountains seem to present an unbroken front until one is close in shore, when two of the foothills appear to roll apart, leaving a little passage not more than 100 yards across. On entering the narrow neck of the harbor the mountains on either side are seen to be covered with tropical vegetation, the rocks being hidden beneath giant bushes of cactus, palm trees and groves of oranges. At the mouth of the bay is a small island, "The Isle of Rats," on which the Spanish government had constructed a magazine. Upon the mountain to the right was the government coaling station, and on the opposite side, near a mangrove swamp, the soldiers' hospital. The hillsides are scattered with charming villas—houses with many colored walls, pink, blue and yellow, and adorned with quaint towers and turrets. A vast amphitheatre of mountains forms the background to Santiago—the mountains seeming to bristle with forts. The city itself is picturesque enough, containing many handsome public buildings and delightful private residences.





**STREET VIEW, SANTIAGO.**—This view of a thoroughfare in Santiago is typical of the larger cities in South America. The buildings are constructed to meet, in a crude way, the necessities of daily life in a country where the rainy season is lengthened and severe and the temperature excessively high. The attire of the inhabitants is characteristic of all hot countries, and their habits and customs are in keeping with their physical environment. Santiago is the capital of a province and is the second city in size on the island of Cuba. Its population numbers about sixty-five thousand. The city lies in a vast amphitheatre of nature, with a towering background of purple mountains. The sloping hillsides, which afford an excellent natural drainage, are covered by houses with crumbling walls of blue and yellow, a quaint turret or tower shooting up in odd places. Homes there are, with pillars, balconies, open courts, wide corridors, and big windows shielded by heavy iron grating and massive shutters, while occasionally a glinting green cactus or sun-kissed palm stands sentinel beside some garden wall, over which hangs a profusion of vines and bright-colored tropical flowers.



AT SANTIAGO, MAY 31.—The *Massachusetts* is a sister-ship of the famous battleship *Oregon*, which is equivalent to saying that she has no superior afloat in stubborn fighting qualities. Her armor is thick, in some places offering the resistance of a foot and a half of steel to the enemy's shot, while her four 13-inch, eight 8-inch, and four 6 inch breech-loading rifles, together with over a score of lesser pieces, compose a battery of terrific force. During the early part of the war the *Massachusetts*, composed part of Commodore Schley's Flying Squadron, which spent weeks of weary waiting at Hampton Roads, until released by the news that Cervera's squadron had sailed. From the moment that the Spanish fleet was discovered and bottled up in Santiago the *Massachusetts* did faithful work in the rigid blockade and tireless vigilance about the mouth of the harbor, under the Morro and Socapa guns, until the glorious July 3, when Cervera's ships were annihilated, when she had the misfortune to be at Guantanamo, coaling. She did great destruction, in the several bombardments of Santiago, particularly on that of May 31, when, with the *Tow* and *New Orleans*, she engaged the Spanish flagship *Cristobal Colon*, and four strong land batteries guarding the harbor. Her commander is Captain Higginson.

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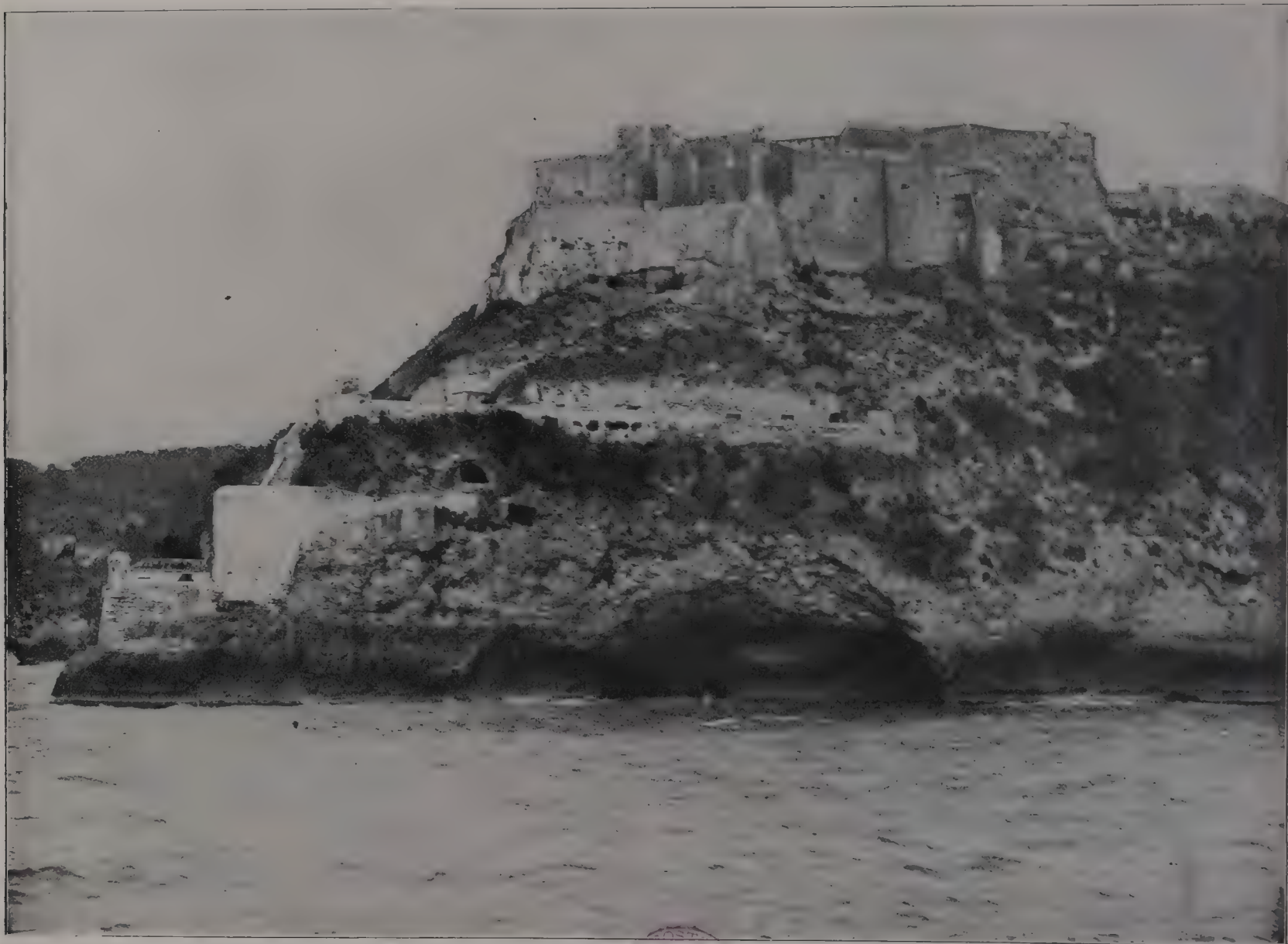
**VICTORY!**—It has been a custom, since the United States navy was rehabilitated during recent years, to name the battleships after the States of the Union, the cruisers after cities and towns. The communities having naval prodigies have followed this up with the pleasing practice of presenting to their respective namesakes such gifts as were appropriate to be kept on board as long as the vessel is in commission, as perpetual reminders of the confidence and affection of her sponsors. These gifts have generally taken the shape of solid silver services, libraries, ships' bells, stands of colors, handsome paintings, etc. Perhaps the most unique and appropriate of all is that which was given by the State of Massachusetts to the powerful battleship bearing her name. This is a handsome bronze allegorical figure of "Victory," of heroic size, attached to the forward turret, between the portholes of the two monster 13 inch guns. It is an imposing bas-relief, and its situation places it so that it boldly faces an approaching enemy. The *Massachusetts* was in several engagements along the Cuban and Porto Rican coasts, but the image escaped unscathed.

PHOTOGRAPH BY MULLER, BROOKLYN



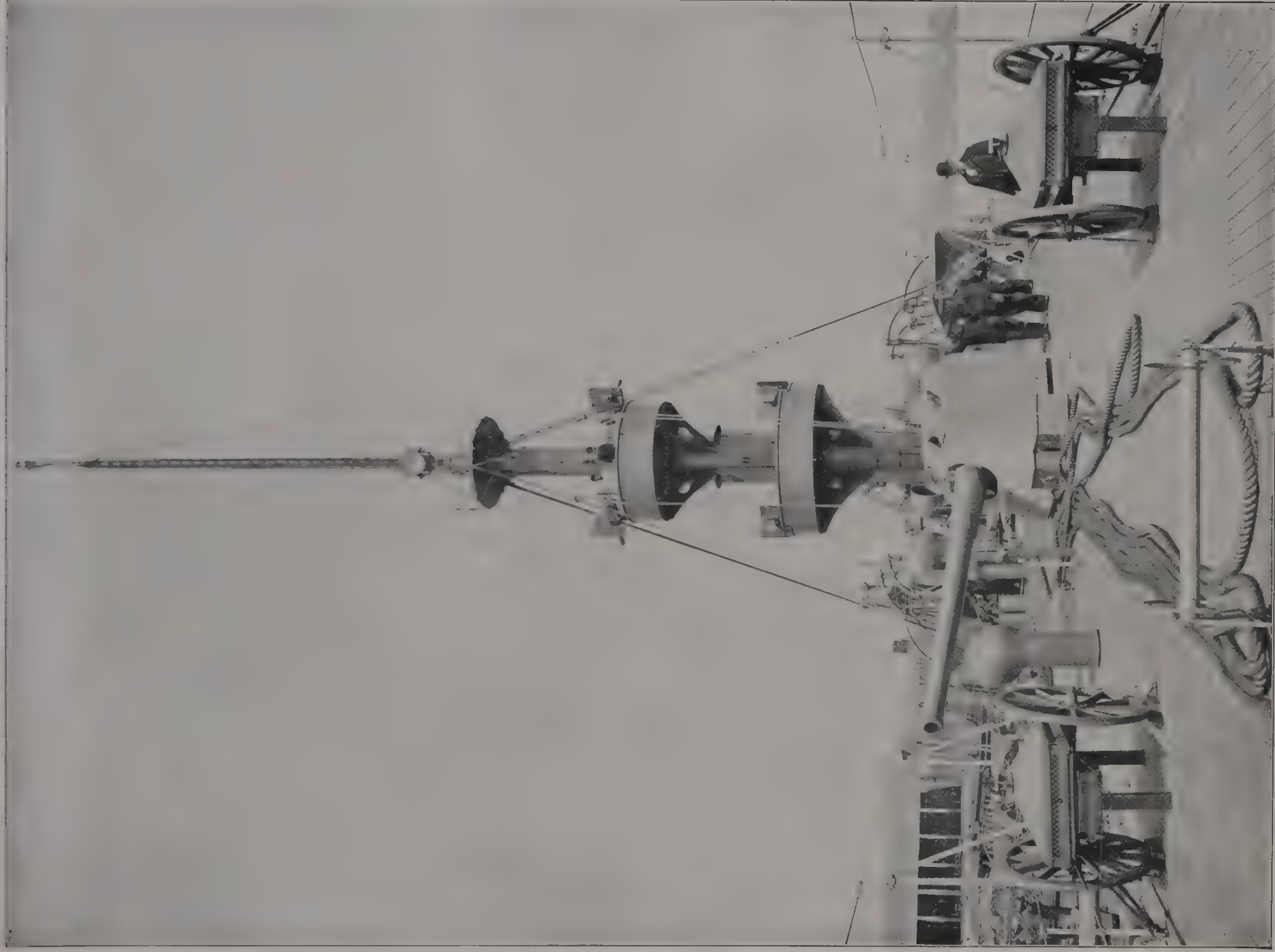


**A DYNAMITE CRUISER.**—The cruiser *Vesuvius* was prominently to the front at the time of the bombardment of Santiago. It was at first intended to send her into the mouth of the harbor to destroy the mines before the sinking of the *Merrimac*. A few days later she fired three effective shots at the Santiago fortifications. The main armament of *Vesuvius* consists of three big pneumatic guns placed at a fixed angle of elevation in the bow, side by side. The distance that they throw their projectiles, which carry heavy charges of high explosives, is regulated by the amount of compressed air admitted to the chambers. As the guns are fixed rigidly, they have to be aimed by heading the vessel herself at the target, but the *Vesuvius* is very fast, making over twenty knots, and also very easily handled, so that she is readily put in any desired position. In numerous practice tests she and her terrible weapons have given great satisfaction, and every officer who has ever served on her is loud in his praises of her capabilities. One shot from one of her guns, landing fairly on a hostile ship, would surely demolish the latter, while for bombarding fortifications or towns she is invaluable. Her commander is Lieutenant-Commander J. E. Pillsbury, a capable officer of high scientific attainments.



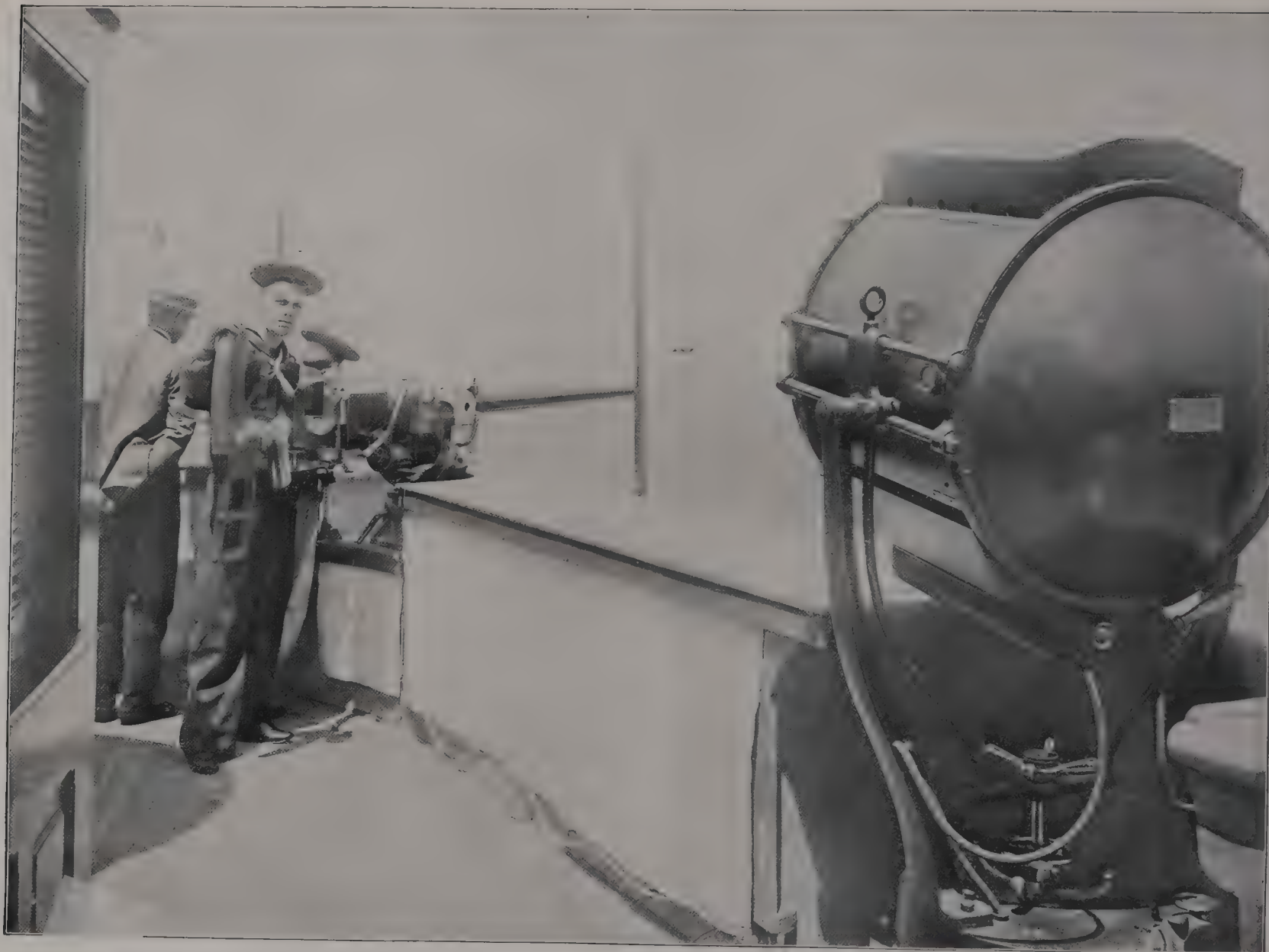
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**CASTLE MORRO, BEFORE THE BOMBARDMENT.**—Santiago, like Havana and San Juan, has its Morro Castle. Morro is a name denoting in English "overhanging lip," the name of the rocky promontories, all of which command harbor approaches. The Morro of Santiago is as picturesque, perhaps even more picturesque than the guardian castles of the sister cities. Its rugged battlements stand out sharply against the solid blue of the sky, and its walls show black and russet colored as the sun burns down upon them through the thick masses of moss and ivy that encase their sides. The surrounding moat is spanned by a mediæval drawbridge from which a flight of rough steps, much worn by time, leads to the edge of the water. Charming altogether! But it must have been long ago that the Morro of Santiago was warlike. Facing this castle, on the opposite side of the bay, stands the formidable fort, the Castle La Socapa, while on the same mountain as Morro, is the more formidable fortification called, on account of its star-like shape, the Bateria de la Estrella.

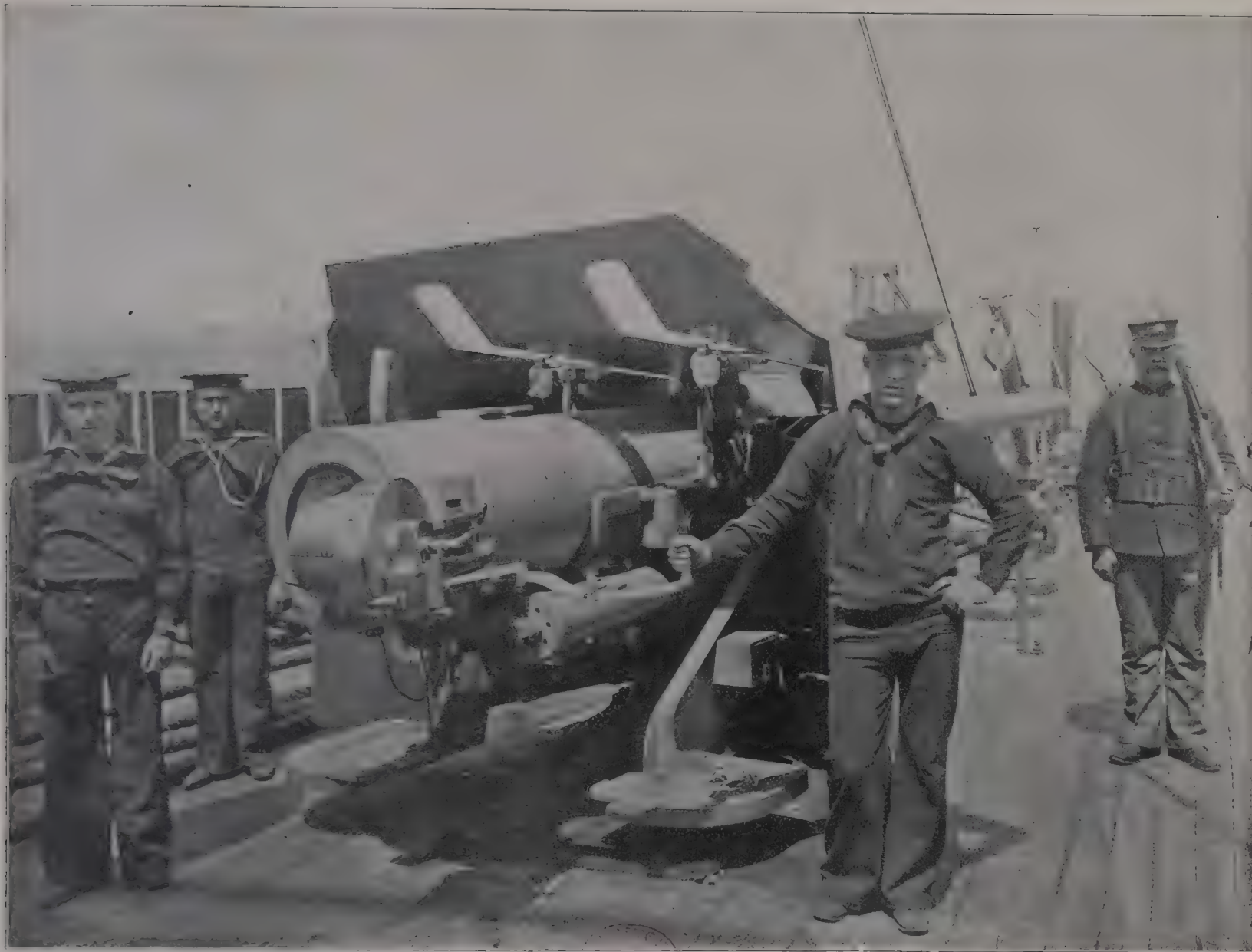


**A MILITARY MAST.**—The military mast, with its fighting tops, is a naval development of the last two decades only. In old times it was usual to send riflemen, hand-grenade men, and, latterly, machine guns into the ordinary tops of warships, but with the disappearance of sails and the adoption of rapid-fire and machine guns of extraordinary power, it became necessary to provide an elevated position for the latter, and fighting-tops were the result. In these are located small rapid-fire guns, usually one-pounders, Colt, Gatling, Maxim, or Nordenfeldt machine guns, and also a few expert sharpshooters. When the battle opens it is the duty of the men in the fighting-tops to assail the enemy's gun crews, and to endeavor to pick off every one exposed on the opponents' decks. So deadly is the hail of bullets from a modern machine gun that at close range no one could live under their fire unless protected by armor or gun shields. The latter are furnished to every gun in the United States navy, but even then there are numbers of apertures through which the torrent of tiny projectiles, if well directed, could find its way. On the military mast of the *U.S.S. Oregon* there are three tops, the two lower ones for rapid-fire and machine guns, the top one for the electric search-light shown in position in the illustration. The *U.S.S. Oregon* did excellent work at Santiago on May 31, 1898, and on June 14 in shelling the emplacements near Morro Castle.





**THE ELECTRIC SEARCH-LIGHT ON THE U.S.S. SANTIAGO.**—The electric search-light is one of the most important of the latter-day innovations in a warship's equipment. Its powerful rays sweep the horizon and enable the ship to find a clearly defined target. It foils the stealthy nocturnal attacks of swift torpedo boats, and reveals the character of any approaching craft. Every ship in the navy has at least one of these, skilled electricians being detailed to operate them. They are usually carried high up, either in a top or on the bridge. Near them are the small rapid-fire guns, such as the Colt or the Maxim machine gun, which fire musket bullets, pouring forth a perfect torrent of them. Some of these, such as the Colt or the Maxim machine gun, are mounted on a hose, the bullets coming out of them in a perfect stream. No exposed men can live in the face of them at short range. Our photograph was taken on board the *Albatross* during the attack on Santiago.



**AN ENGLISH GUN IN THE U. S. NAVY.**—Up to the outbreak of the Spanish-American War, every weapon, large and small, in the United States Navy was of American design and manufacture. When hostilities became inevitable, the demand for guns exceeded the domestic supply at once available, so many were purchased abroad. Among them were the 6-inch and 4.7-inch rapid-fire guns with which the English-built cruisers *New Orleans* and *Topeka* (formerly the *Amazonas* and *Diogenes*) were armed. The one shown in the illustration is a 6-inch rapid firer of the English Besvick or Armstrong pattern. These big guns throw a shell weighing one hundred pounds, can fire several aimed shots per minute, and require but half-a-dozen men to work them, although the old-fashioned Dahlgren smooth-bores, of the Civil War period, needed sixteen men. Against heavily armored vessels, such as battleships, the 6-inch gun is not so effective as the 10, 12 and 13-inch, with their terrible, crushing blows, but for any other kind of work they are very valuable, as they can throw a greater weight of metal in a given time than the larger weapons. The *New Orleans* also carries a number of 4.7-inch rapid-firers, a calibre hitherto unused in the United States Navy, but very popular in the British service. The gun shown in the illustration did much good work during the war, particularly in shelling the Santiago batteries and those of San Juan, Porto Rico.



**MASCOTS IN BATTLE.**—Sailors are as kind-hearted as they are brave, and are particularly fond of animals. They have pets of all descriptions which they look upon as pets. Cats, dogs, goats, parrots, roosters, even lizards are some of the mascots to be found—at least one to every ship in the American navy. They are fed and cared for by the “jackies” under solicitude, and are usually trained to know where to go when the men are at quarters. The *New York* used to have a goat which would go to its station at quarters at the blast with the promptness and accuracy of a man, and march along with the men when they were landed for drill or parade on shore. He recently died and was buried with military honors. His place has been taken by an intelligent and dignified tom cat. In times of active service the mascots are more than ever sacred to the sailor.—always more so to the landsman. If there is time before an action the pets are put away in some place of safety, but the cat of the *New York* proudly paraded the deck during the bombardment of Santiago.





**A FAMOUS DESPATCH BOAT.**—The *Dolphin*, which while in Cuban waters collided with the *Newark* when the latter vessel, in attempting the "curve of pursuit," ran across her bows, after signaling her to come up and speak, is famous as a dispatch boat. She carried the flag of the President and Secretary of the Navy for over twelve years, and has transported more distinguished guests than any other vessel in the United States Navy. The *Dolphin* was one of the first modern ships constructed for naval service by this country. She was built at the Roach yards in 1881, and was launched during the following year. When the war with Spain began the *Dolphin* was docked and transformed into a war-vessel. Her armament consists of eight guns, including two new Colt automatic guns capable of firing more than two hundred shots per minute. She is 240 feet long, can travel from fourteen to sixteen knots, and carries triple-expansion engines. The *Dolphin's* present commanding officer is Commander Henry W. Lyon. In the collision with the *Newark* her stem was twisted. Good seamanship on the part of both commanders alone prevented a catastrophe. The *Dolphin* did much meritorious work during the war, especially at Santiago and Guantanamo. At the latter place she and the *Marblehead* saved the marines from defeat, protecting them day and night for weeks.

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**GUARDING THE SMOKELESS POWDER MILLS.**—From the time of the outbreak of the war a special military guard was detailed to protect the mills at Pompton Lakes, where large quantities of smokeless powder was being manufactured for the government. The buildings are about one mile distant from the depot of the N. Y. and S. W. Railway. Situated in a picturesque basin of the mountains, the mills are almost hidden from the outside world by the dense woodland by which they are surrounded. The camp of the Third New Jersey Volunteers lay on sloping ground some little distance from the buildings. The tents occupied by the soldiers were heirlooms of the war of 1861, the Government commissary department being too hard pressed to allow of new ones being supplied. In spite of all the precautions taken a terrible explosion occurred at the mills on July 12, eleven of the isolated buildings being destroyed.



**TURNING OUT GUARD, POMPTON.**—About one-fourth of the entire battalion quartered at Pompton Powder Mills were always on duty. All the approaches were strictly guarded. The soldiers' encampment lay about a mile and a half from the works, but they established a couple of guard houses, and the whole property was enclosed by boundary posts. Beyond these no one might pass without a special permit. The entire circuit was carefully patrolled; not for a minute, day or night, was the guard relaxed. There were secrets in the manufacture that had to be protected at any cost. And there was, too, great fear that agents of the enemy's government might make a desperate attempt to wreck the works. Immediately following the outbreak of the war there were explosions at powder mills in various parts of the country. In no instance was the cause clearly traced. But obviously, the increased activity, the unusually high pressure at which the war had to be carried on, rendered the ordinary precautions more difficult to maintain, and it is more than probable that not one of the accidents was in any way attributable to the work of Spanish spies.





**SIXTH REGIMENT, THIRD NEW JERSEY VOLUNTEERS.**—The explosion at Pompton Powder Mills and the fire that followed it, which was the occasion of conspicuous bravery on the part of the officers in charge of the military guard, threw back the work about three months just at the time when the demands for powder were greatest. At the time about two hundred men were employed on day and night shifts. Though extraordinary precautions are taken to protect the workers, the danger of their position was shown by the deplorable and still unaccountable accident. Throughout the war the demand for smokeless powder far exceeded the supply. In the future all war vessels will use this form of ammunition exclusive of gunpowder, the value of which was one of the most important facts demonstrated by the war. The *Marblehead* and a few other auxiliary cruisers already carry no other kind of gunpowder. The importance for the other branch of the service is incalculable, since it adds about one-third to the value of magazine rifles and machine guns. The terms "noiseless" and "smokeless" are applied to gunpowder in a comparative sense. The explosion of the best powder is followed by a slight haze, and creates a report that can be heard eighty yards away.



**THE FINEST HORSEMAN IN THE SERVICE.**—The Rev. Otis A. Glazebrook, of the Third New Jersey Volunteers, has an enviable reputation. He is credited with being the most finished horseman in the United States Army. He is extremely popular, both with his fellow-officers and with the men. At the time of the terrible explosion of Pompton Mills, which his regiment was guarding, Chaplain Glazebrook was conspicuous for his courage and energy in rescuing the injured and in endeavoring to prevent the fire from spreading. Indeed, officers and men alike showed that determination and courage which has been conspicuous in their brother soldiers before the fire of the Spanish. By the explosion some of the largest and most important buildings in the big plant were demolished and nine men injured. At the first shock every soldier on guard was thrown to the ground. The rifles were violently blown from the hands of three men. The noise of the explosion immediately roused the whole camp, and officers and soldiers were almost immediately upon the scene.





WHEN THE AMMUNITION COMES FROM the hands of an expert, the subject quality him for that imp and the tendency of gun cotton here is obtained a solid, substance, a light straw or dull being to create an even colority that is obtained by ordinary and loading, and, above all, absence of smoke.

The powder factory at Popton is under the charge of Captain Aspinall, an officer of the English army, whose special training led in 1884 to the discovery of the process by which smokeless powder is made. If gun cotton is dissolved in acetone and then subjected to pressure to give it a uniform density and rolled to a uniform thickness and color, commonly known as smokeless powder. The powder is moulded or cut into various shapes and perforated, the will ensure a practically equal pressure on the projectile until it finally leaves the muzzle of the gun. Smokeless powder is only two-thirds the initial pressure in the gun. There is a reduction in weight which facilitates the operations of handling





**TESTING EXPLOSIVES.**—The proving ground at Pompton is buried in the heart of the surrounding forest. So dense is the foliage that shuts it in from the outside world that it is only with immense difficulty that a photograph can be taken of it at all. It is here that the driving power of new explosives is measured. To do this is mechanically a simple matter. Two immense wooden frames are erected in the direct line of fire, and across these run wires connected electrically with the recording office at the powder mills. In passing through the first of the wooden frames the bullet severs the wires which are stretched from side to side, and the time when the contact is broken is registered to the smallest fraction of a second on the delicate recording machines at the factory. Similarly, the time when the bullet passes through the second frame is accurately determined, and by comparing the distance between the frames with the difference between the time when the bullet passed the first and the second frame the exact velocity of the projectile may be computed. Our photograph shows the 6-inch Driggs-Schroeder gun employed for experimenting with explosives.



**SPANISH SOLDIERS ROAD-MAKING.**—The Canaries, a group of islands belonging to Spain in the Atlantic Ocean, off the northwestern coast of Africa, were during the war strongly fortified in many parts in preparation for a possible attack by our forces. The Spanish troops on the islands were kept at work day and night building barricades, mounting guns, and constructing military roads. There is no work more important than this. In laying out a new line of road the skill and ingenuity of the engineer are taxed to the utmost to make the gradients easy for the transportation of heavy wagons and ordnance, with as little expense as possible in excavating and embanking, and to do this without deviating much from the direct course between the fixed points through which the road must pass. It is work at which the Spanish excel. The soldiers though small are sturdy. Amid the greatest privations they bear their lot cheerfully and uncomplainingly. On the march or at work they never tire, and the work they do is accomplished thoroughly if with no great rapidity.





**PLAZA DE SANTA ANA, LAS PALMAS.**—From the beginning of the war between the United States and Spain, those of the people in Spanish colonies who remained firm in their allegiance to the Spanish crown took every possible occasion to demonstrate their unwavering devotion to the monarchical cause. The clergy were as conspicuous in their declarations of loyalty as the laity, and undertook in many instances to lead public sentiment. The weight of ecclesiastical influence among the colonists has been made evident by the success achieved in securing volunteers to aid in protecting home interests. In the archipelago of the Canaries, the spirit of loyalty to their rulers is prominent in all classes. In the Plaza de Santa Ana, shown in the above illustration, a grand military mass was celebrated early in the war with all the impressiveness attendant on the ceremonies of the prevailing religion. Las Palmas being the seat of a bishop, and possessing a cathedral, unusual solemnity was observed, those who participated receiving the bishop's blessing with uncovered heads.





**SPANISH SOLDIERS AT LAS PALMAS.**—Las Palmas, the capital of the Canary Islands, is built on a small bay on the north-east coast, and is the most important town of the Canary archipelago, which consists of seven islands and a few islets in the North Atlantic. Las Palmas is well built and clean, possesses a cathedral, citadel, hospital, college, public promenade, and theatre, and does a considerable trade in wine and cochineal. The population is about 20,000. The harbor, Puerta de la Luz, recently improved, has an area of nearly three hundred acres and a depth at the entrance, during high-water, of sixty feet. The high-water depth alongside the quays is forty-two feet. This harbor is defended by several forts, and affords good anchorage and shelter against all winds except the south-east. There is a military governor at Las Palmas. The armed force usually consists of one thousand regular infantry, six militia regiments, and a few companies of artillery. The Spanish government took possession of the Canaries over five hundred years ago. The Spaniards are especially proud of Las Palmas as a colonial possession and are now strengthening the fortifications. Our photograph shows a crack Spanish regiment marching through the streets of the city.



**LAS PALMAS, GRAND CANARIES.**—Las Palmas is not only the cleanest and most evenly-built city in the Canaries, but the largest, most populous, and most beautiful to look upon from a distance. It is a busy town, too. The manufactures include hats, delftware, woolens, glass, leather, linens, flour, and sailing tackle. Its principal industries are shipbuilding, fishing, and navigation. It carries on an active trade with neighboring islands, the West Indies, and Europe. The administration of the laws for the Canaries is carried out at Las Palmas, where the "Sovereign Council," or board of administrators, reside. This city has figured conspicuously in the history of Spanish colonial possessions and is well known to all mariners who sail in these latitudes. The climate is hot but healthy. The scenery in and near Las Palmas is magnificent—no other word can do it justice. In many places, travelers assert, it appears a veritable fairyland, with enchanted valleys, verdure-clad. The most fertile part of Grand Canary is the mountain of Doramas, about two leagues from Las Palmas.



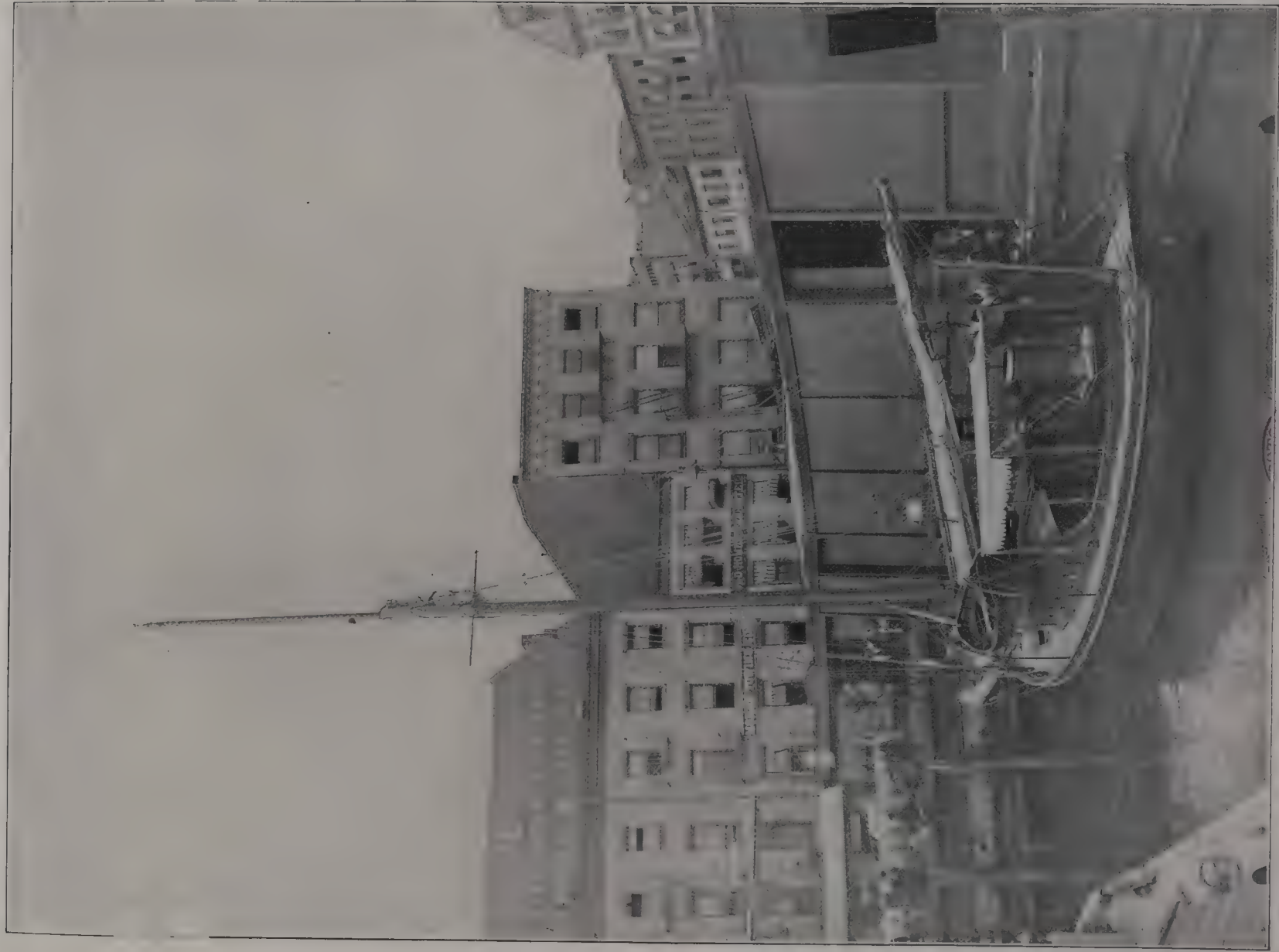


**HARBOR OF LAS PALMAS, GRAND CANARIES**—The harbor of Las Palmas, although unknown even by name to many people in the United States and other countries prior to the war developments of the past two months, is nevertheless a famous place among mariners and others who “go down to the sea in ships.” At one time neglected and of little value, it has been much improved of late years, and is now recognized by masters of steam and sailing vessels carrying passengers and freight in that latitude as a harbor of refuge. It has also been made a free port. There is absolutely no duty on goods received from any country. It is on the east coast of the island of Grand Canary. Several forts have been built for purposes of protection, but their equipment can hardly be called modern. Like Santa Cruz, Las Palmas is a coal depot. It is also a calling place for mail and passenger vessels of every class, many hailing from England and France. The harbor, well sheltered from the prevailing northeast winds, is formed by the Isleta, a rocky promontory joined to the island by a low isthmus. The imports of Las Palmas include flour and grain, guano, sugar, molasses, spirits, wood, lumber, and oil. Among the chief exports are cochineal, wine, fruit, honey, and raw silk.





**SPANISH SOLDIERS AT BREAKFAST.**—The Isleta, where this photograph was taken is a rocky promontory in the vicinity of Las Palmas, Grand Canary. It has become the scene of restless activity from the day on which war was declared, strong fortifications being erected for fear of an attack by our forces. The Canaries, like the Cape Verde Islands, are little known, but have only become important from a new point of view since the concentration there of the Spanish fleet. No event of historic importance has ever transpired on the islands; the natives are little more developed now than they were 200 years ago. It is an interesting fact that the name Canaries (from *canis*, a dog) was bestowed on the group by the Romans, who obtained thence a magnificent breed of mastiffs. There is no scarcity of food on the islands. Both meat and fresh eggs are to be had in abundance; for once the Spanish soldier gets all he wants to eat.



**THE CUBAN NAVY.**—The *Alfredo*, the small auxiliary schooner purchased by the Cuban Junta for use as a despatch boat by the Cuban Revolutionary Government, constitutes the entire navy of the country. Cuba's sea force thus standing, numerically, on a par with that of the principality of Monte Carlo. In charge of the Cuban navy is Captain John O'Brien, or, as he is familiarly known, "Dynamite John." O'Brien is the most famous of the filibusters who ran the blockade of Spanish ships during the Cuban Wars. In spite of extraordinary adventures, he was never once captured, succeeding in landing more expeditions than any other man in the employ of the insurgents. So soon as war was officially declared between this country and Spain, "Dynamite John" applied to the Government for permission to fit out a privateer, which was, of course, refused. The work that afterward fell to his share, however, was exactly of the kind his heart desired. The *Alfredo* was used during the war for carrying despatches between the Junta in New York and the officials of the Cuban Government in the island. On his first trip O'Brien conveyed a cargo of clothes, provisions, and ammunition for General Gomez.



**SMALL ARMS.**—Several types of rifle are in use in the army and navy. This arrangement is open to grave criticism, since, in case of emergency, the interchange of ammunition is not possible. The regular army is supplied with the new army rifle of .30 calibre. This is the weapon which is conceded to be the best in existence. With each piece is a sword-shaped bayonet, useful for a number of purposes besides the running through of an enemy. Among the volunteers the Springfield is chiefly used—a rifle of .45 calibre, of range and less effective. The navy makes use of an entirely different type. This condition of affairs is due to a difference of opinion between the ordnance experts of the army and navy. Partly, also, it is a matter of necessity. The type of weapon for use in the army was decided on some two years before the navy authorities made up their minds on the point. In the early days of the war rifles were being manufactured at the rate of 1000 a day. Our photograph shows (1) the new United States Magazine Rifle; (2) the Springfield Rifle; (3) the Rifle (Lee). The last named, owing to its complexity and delicacy, proved rather disappointing during the war.

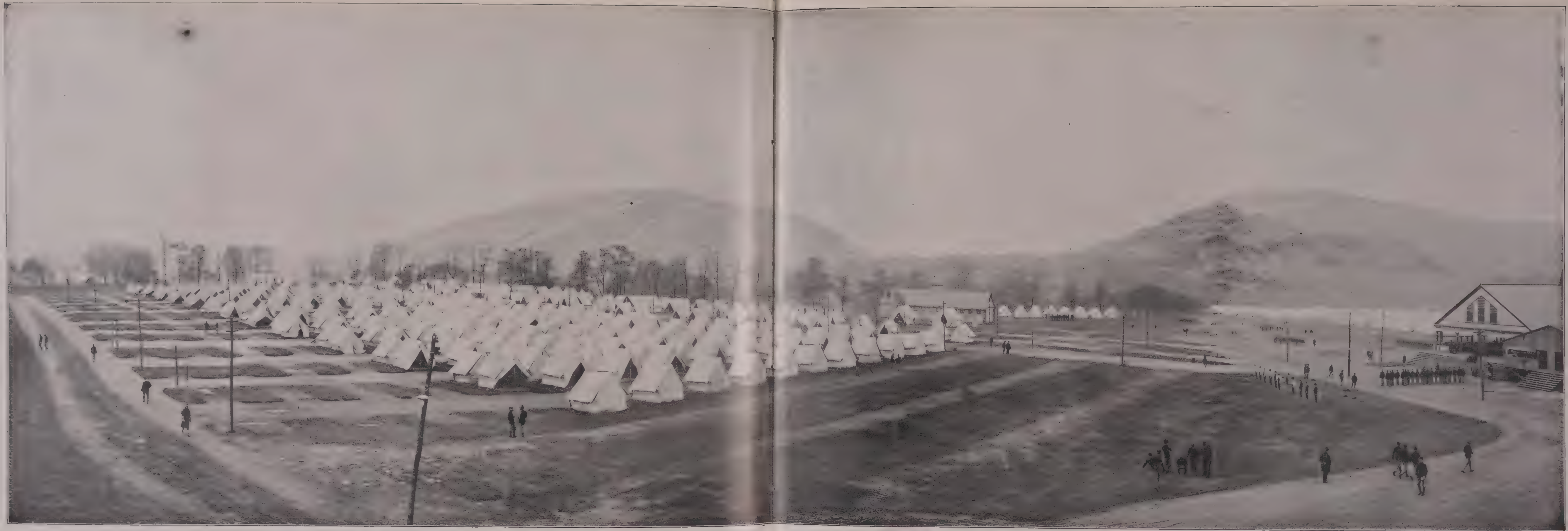




**TYPICAL WAR SCENES.**—The excellent marksmanship recently displayed by our gunners on the warships of Admirals Dewey and Sampson has not been reached without infinite trouble in training. Our photograph shows the crack gunners of the flagship *New York* ready to place the shell in one of the 8-inch guns that have done such deadly conflict in the war. Gunners are selected, in the first instance, from the small-arms marksmen in the ship's crew. Four are appointed temporarily for each gun on board. These men are then called upon to compete in sighting and firing small arms according to methods closely resembling those employed with great guns. The plan is to mount a shoulder rifle on a suitable block or carriage on the ship's rail; the pointing and firing being executed at the full length of the lock lanyard. Those who pass this test are then put to sub-calibre practice. This is executed with a rifle-barrel rigidly secured to the gun, either on the outside or in the bore. Finally comes practice with the ship's guns. To the care taken in selecting and training the gunners is very largely due our great success at Manila and Santiago. Our second photograph shows the First Regiment breaking camp at Sea Girt.







**CAMP TOWNSEND.**—Camp Townsend, popularly known as "the camp at Peekskill," had a more warlike appearance during 1898 than ever before in its history as a National Guard rendezvous. It is the favorite State resort for annual summer drills. Members of the several New York State militia organizations usually look forward with pleasure to their periodical visit, avowedly for training and discipline, but nevertheless somewhat of a holiday. Picturesquely situated on historic ground, within view of the Hudson, and almost within gunshot of sleepy old Rip Van Winkle's territory, it is peculiarly attractive. When orders were issued at the end of April, 1898, for two State encampments—one, the larger, on Hempstead Plains, the other at Peekskill—arrangements were made for temporary residence at the latter camp of 3000 troops. This is about three times the number usually at the annual summer camp at any time. After the formation of camp as a preliminary war measure, every member of the National Guard at camp was compelled to undergo a severe medical examination at the hands of army surgeons. Many guardsmen who were applicants for enlistment into the regular army of the United States were rejected for physical disability after a strict scrutiny, leaving their comrades considerably under the regulation strength. According to State military orders, each regiment of infantry accepted for active service must contain twelve companies, each company consisting of a captain, first and second lieutenants, first sergeant, quartermaster-sergeant, four sergeants, twelve corporals, two musicians, one artificer, one wagoner, and fifty-nine privates. The uniform of each man for active service includes, besides a rifle and cartridge belt, campaign hat, cap, blouse, trousers, dress coat, and helmet. His equipment embraces an overcoat, blanket, pouch, knapsack, haversack, canteen, meat can, cup, knife, fork and spoon. The general conduct of affairs at a military camp falls to the share of the commanding officer. There is a field officer assigned to duty each day. The surgeon attends to medical treatment and sanitary regulation. A provost-marshal is always on duty to maintain order. The quartermaster provides food, clothing, and fuel. Each day a battalion is told off for guard duty, and there is a large corps of instructors in drill with and without arms.

PHOTO BY WILLIAM WESTON, BAYONNE, N. J.





**FIRING EXERCISE.**—The day of solid phalanxes, hollow squares, and heavy columns has passed. Fighting is now done in "open order," almost Indian fashion, the soldiers moving on their feet in a series of open skirmish lines, each man separated from his fellow by an interval of several feet. The advance is generally made on the trot, halting and firing, usually kneeling or lying down when doing so. Of course this is not so pretty or imposing as the old way, but it is far more sensible, lessening the chances of being hit by the enemy. This open order fighting is very interesting, though. The American regular army is unsurpassed in its proficiency in it, and the militia of many of the States are not far behind it in this respect. Of course it is difficult, if not impossible to transmit verbal orders over so extended a line as this system necessitates, so the bugle or a shrill whistle—the latter now used exclusively in the United States infantry—is used to give the signals to advance, retreat, commence firing, cease firing, rally, etc. An officer, when going into action, need not speak a word to his men until it is over; his whistle speaks for him, and every man in the firing-line knows what each different sound means.



**MAKING CAMP STREETS**—A camp is really a canvas city. It has its streets, its parks, its "swell" section, its hospitals, its stores, and its post-office. The tents are pitched with mathematical accuracy along streets of varying lengths and breadths, and each street is as well cared for as the most fashionable boulevard in a capital city. Trenches are dug along the streets to carry off the water that rain, which is the bane of camp life, brings in torrents. These trenches must be skilfully dug, too, for a collapse in one of them would not only disturb the symmetry of the street, but might bring a tent to grief. The company streets in camp are kept clear at all times; no stray bits of paper, cigar butts, or other rubbish being permitted in them. There is a squad constantly on duty, "policing" the camp, as it is called. This squad goes about, in charge of a non-commissioned officer, with wheelbarrow, shovels, and rake, and one of the lighter forms of punishment in the army is to give the culprit extra "police" duty.



**MILITARY CONTORTIONISTS.**—The new drill which every man enlisted in both army and navy, has to go through a good many physical exercises besides the mere drill with the rifle. Among these is the "setting up" exercise, or rather exercises, for there are about twenty different ones, designed to make the body supple and active, to harden the muscles, and to develop the body generally. These in general, consist of extension and swinging of the arms and legs, stooping, squatting, swaying of the body to and fro and the stretching and twisting of the trunk, and other body movements, some of which really deserve the name of contortions. The exercises are tedious and at first, somewhat painful, but repeated after the first exertions, when the muscles have been used to a new set of movements, and soon appreciates their benefits. The "setting up" exercises are usually held early in the morning, before breakfast, but this is not a regular rule. In the navy they are often held in the afternoon, before supper. The instructor is generally a non-commissioned or petty officer, drills the men in them under the supervision of a commissioned officer.





**MARCHING TO DINNER.**—Before every meal in camp the soldiers are formed in ranks and are then marched to their respective messes. Strict military order and silence are maintained until the men are seated, when they turn to with a will and an appetite, and conversation is free. The usual meal hours in the army are about 7 o'clock for breakfast, dinner at noon, and supper about 6 p.m., or shortly after evening parade. The call to meals is the familiar and historical "peas upon-a-trencher," blown on the bugle, a tune that every old soldier recalls with pleasure, even though it often brought him a no more sumptuous repast than pork and beans, or even coffee and hard-tack. American and British soldiers are the best fed in the world when opportunity offers, which is a wise policy, as well-nourished men have the best endurance and steadiest nerves. It was Napoleon who uttered the dictum that men fight best on full stomachs, and always fed his men when possible before going into battle. Dewey, at Manila, went even farther, and stopped the battle for an hour, so that his men could have breakfast. The results seem to have justified him.



**"EYES LEFT."**—Straws show which way the wind blows, and proficiency in the small details of drill often indicates the progress of a military organization toward a high standard of discipline. For example, steadiness in ranks, and unanimous promptness and uniformity in obeying the word of command, are good evidence of what the soldiers will do on the march and in battle. If, when the order "eyes left" is given, each head turns instantly to the left, at the same angle and the same poise, it is a sign that the company is alert, and that it mechanically obeys orders as one man—a highly desirable state of affairs. If the response is slow, slovenly, and irregular, it indicates that more time is needed in camp instruction before the men can be trusted at the front. "Eyes left," in addition to the mere abstract training it gives, is used practically in "dressing" the line to the left, that is, making the line accurately straight, determining the direction of the line by the position of the two men on the left. These are the two points which show the line, and then all the others come up in regular order, prolonging the line dressing up to it until the alignment is perfect, or at least satisfactory to the officer in command; then, the order "front" is given, and instantly every face looks straight to the front.



**THE AWKWARD SQUAD.**—Here are two men, evidently not brand-new recruits, but members of the inevitable "awkward squad," undergoing energetic instruction at the hands of a commissioned officer in that detail of the manual of arms known as "port arms," which is the same thing as the old "arms port." Ordinarily the squads receive their rudimentary instruction from the non-commissioned officers, and it is only in cases of incorrigible awkwardness that a commissioned officer has to take a hand in such work. "Port arms" is used, in actual service, only in sentry duty, during conversation with some one accosted, in giving the marching salute, and for lessening fatigue by the change of position it brings and consequent relief to strained muscles. The men shown in our photograph have on their full-dress uniforms, but before going to the front these are discarded, and only the plain campaign suits are taken. Full-dress is all well enough in street parades and other peaceful displays; in time of war the simple, comfortable undress uniforms are the vogue.





**CAMP CHICKAMAUGA.**—The military camp at Chickamauga was situated on historic ground. Within gunshot of its boundaries many stirring scenes were enacted during the fierce struggle between the North and South, Federal and Confederate, in 1861-1865. On the banks of Chickamauga Creek, which rises in Waller County, Georgia, near the base of Missionary Ridge, the armies of Robert Lee and Grant fought on September 19 and 20, 1863. The forces aggregated 105,000 men. Two months later, in front of Chattanooga, only twelve miles distant, Grant routed his strong opponent in a desperate engagement. The camp grounds, just prior to the advance on Cuba, contained in round numbers 40,000 men. Several army corps were formed, each with an independent general command. The invasion of Cuba having begun, numbers and formations were constantly changing, as troops moved in and out on their way to the front. Troops were well supplied. The men were on the whole well cared for. Provisions in enormous quantities were stored in big warehouses close by the camp. Water for 100,000 men was made available by means of pipe lines. There was fresh meat in abundance.



**SIXTH OHIO COLORED VOLUNTEERS.**—The record of the Sixth Ohio Colored Volunteers has been excellent since its formation. The men of the Sixth were among the most anxious of those who desired to prove conclusively that they "Remembered the Maine." In the photograph they are seen in camp at Chickamauga. The men are well behaved, and quite proud of their organization. Their camp-ground, wherever they stop, is admirably arranged and kept in excellent order. The interiors of the tents show, as a rule, scrupulous neatness, and a desire to emulate the example set by white troops in all matters pertaining to personal health and comfort. On parade, the men of the Sixth preserve a steadiness worthy of veterans. Their equipment, too, is bright and otherwise faultless in appearance. Many of the men are excellent cooks, and although they only receive the same daily ration of food as their white comrades, they seem to get better satisfaction from their food in many ways. Their fitness for a soldier's life and duty has frequently been proved. They are brave, have great power of endurance, and can adapt themselves to circumstances much better than Caucasians. There are several regiments of colored infantry among the volunteers.





**13th U. S. INFANTRY LOUNGING.**—There is little rest for the soldier in camp in time of war, and when he does enjoy it, it is well earned. The men here shown lounging comfortably under the trees at Camp Thomas, Chickamauga, belong to the 13th United States Infantry, one of the crack regiments of the Regular Army. It was stationed before the war in the Department of the East, and several companies of it attached to the post on Governor's Island, New York, often went to the city and delighted thousands with the precision of their drill. One of these was the remarkable musical calisthenics, an exercise in which the men, after a few preliminary orders, go through a series of beautiful, graceful movements to the music of the regiment's excellent band without further commands from the officers. The motions are gone through with like clock-work. The men of the 13th are a sturdy, soldierly, well-set-up lot of young men, and thoroughly disciplined and trained. They are fine specimens of the American professional soldier.





**AN OFFICER'S TENT.**—At the close of the war the necessity of mustering out certain regiments and maintaining others created a difficult problem for the consideration of the administration. In most cases the officers were anxious to remain in the service; the men, on the other hand, wanted nothing more than to return to private life. Without attempting to place the responsibility on the shoulders of any one person or any particular department, it must be admitted that the affairs of the army might have been managed better than they were. Particularly was this so in connection with the selection of the sites for camping grounds. Here, indeed, was grave blundering. But though the chosen places were unsanitary, they were in most cases unusually picturesque. Our photograph shows the tent of a captain in the regular army, with the regimental colors in the foreground. No artist could have found a prettier spot, let the doctors say what they may.



**THE BRAVEST DEED OF THE WAR.**—On June 3, 1898, Lieutenant Hobson performed the daring feat of taking the collier *Ma-ri-mac* in under the enemy's guns and sinking her across the entrance to Santiago harbor. As assistant naval constructor he had been called into consultation by Admiral Sampson when this plan was determined on, and his lively interest in the problem, the excellence of the scheme he presented to ensure the immediate sinking of the ship when she reached the desired spot, and his urgent request to undertake the perilous work led to his being put in command of the expedition. When the ship exploded, he and his men swam across the harbor under the fire of the Spanish and effected a landing only to be captured. After a short period of imprisonment they were exchanged. Lieutenant Hobson was born in Greensboro, Ala., August 17, 1870. He graduated from Annapolis in 1889, and was sent first to Paris and afterwards to England to study naval construction. On returning to this country he took charge of a post-graduate course at the Naval Academy for cadets who intended to enter the construction corps. This course of studies was, in fact, suggested by him.





**SOLDIER AND SAILOR, TOO.**—On June 10 a landing was effected by 600 marines near Guantanamo. The United States marines are admitted by military experts the world over to be one of the most efficient bodies of the kind in existence. Curiously enough, the marine corps—the members of which are soldiers assigned to duty on shipboard—is an older institution than the navy proper, the Continental Congress having authorized its organization and maintenance before the regular navy was formally instituted. During the Mexican and Civil wars, the marines established fine records for themselves, but in the many oft-forgotten lesser instances where they have been called upon, such as at Panama in 1884, or Alexandria a year previous, they have always proved themselves a thoroughly reliable body of men. They are organized and paid according to army standards, but their officers are nowadays all graduates of Annapolis. On board ship the marines do the sentry duty, act as orderlies, and in action man some of the smaller rapid fire guns, or serve as sharpshooters with small arms. It is customary for every man-of-war, except the gunboats and other small craft, to have a marine guard, its numbers varying with the size of the ship. At Guantanamo they performed magnificent work and held that port against much superior numbers, although many were killed and wounded.





**SPANISH INFANTRY.**—On Saturday evening June 11, an insurgent scout brought word to the newly formed Camp McCalla at Guantanamo that the Spanish were approaching in large numbers. The news had been received before the first shots were fired. Marines from the *Marblehead* were sent to support those ashore; men who had been bathing in the bay were called to arms and fought bravely all night. In the morning a further detachment of marines was landed, having with them two Colt automatic guns, while the Spanish were still in the thickly wooded hillside on the south. The Spanish, though finally repulsed, showed themselves, as they did throughout the war, to be a very formidable fighting force.



**WITH THE SPANISH AT GUANTANAMO.**—Our photograph shows a group of Spanish officers and men, stationed on the southern coast of Cuba. The officers of the Spanish army may be divided roughly into three classes. First, those who, in the knowledge of their profession, in courage, in their sense of chivalry, are equal to the smartest officers of other armies. These form a minority. The vast majority are simply commonplace. They have courage—it is true—but only of that kind which makes it possible for them to follow when others lead. They pass through a campaign without becoming conspicuous, but without dishonor. And thirdly, there is an intermediary class—men with big courage, rough and strong, ready fighters, savages almost. They fight without either foresight or discretion. To become good leaders would be impossible with them under any circumstances. They live without being on touch with the non-commissioned officers and without any sympathy for the men they command. As a result of this the Spanish camps are often maintained in evil condition, the men are unclean, not at all smart, and morally vicious. With them the national love of bloodshed is developed highly, the sights before which other soldiers will shudder appeal to them in a spectacular way. But the common soldier has many good points. He is faithful to his duties, obedient and, what is best about him, good-natured. Although treated badly by his superiors, he is kind to his brother in the line; is always ready to share his food with another, counts himself lucky if he receives his rations regularly. Above all, he is brave, and a stubborn fighter though an unskilled one.







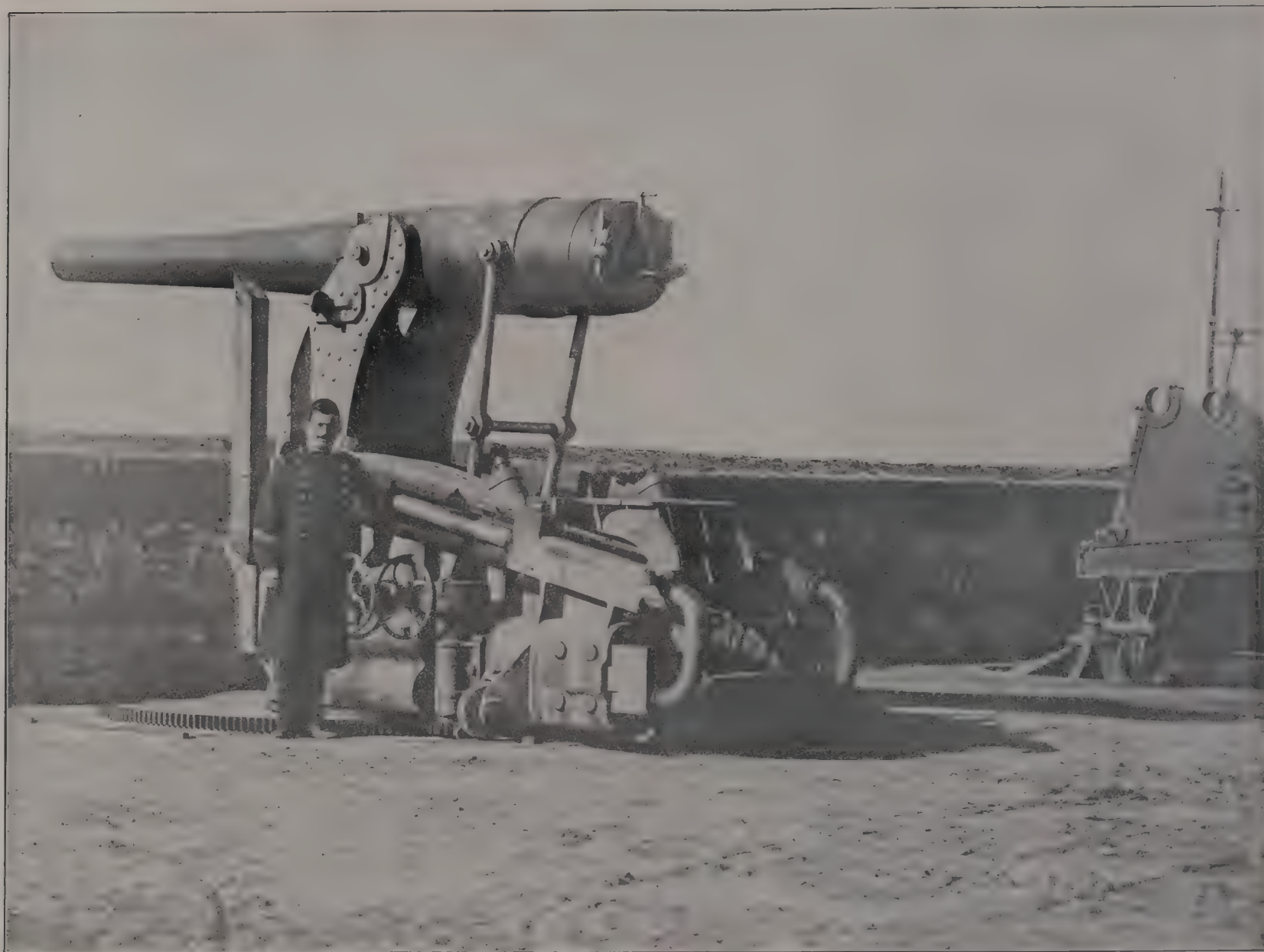
PHOTO BY WILLIAM WESTON, BAYONNE, N. J.

**THE GREAT MULE CORRAL.**—That hybrid animal, the mule, excelling both horse and ass in intelligence, is in great request during war times in any civilized or semi-civilized country. It has been ascertained by experience that the mule's powers of muscular endurance enables him to carry greater weights for longer distances with less fatigue than any other quadruped, excepting possibly the camel and the elephant. These latter animals take the place of the mule for transportation of baggage, cooking apparatus, tents, sick soldiers, and even small guns in Eastern countries, particularly British India. Among mules, the Spanish-American breed is considered to be the best suited for campaign purposes. It is smaller, but will endure abuse and starvation better than the purely American breed. The Spanish-American mule can satisfy his appetite and recuperate in three hours on thin grass. Other breeds require six hours. The most effective utilization of mule power for military work is a serious problem, involving intricate calculations as to load, gait, journey, storage, intervals of rest, food, etc. It is calculated that pack animals, traveling at a walk, over a good road, can carry from 220 to 300 pounds for 30 miles in ten hours. If moving at a trot, the amount to be carried over the same distance must not exceed 175 pounds. For military purposes, the ox is superior to the mule in several ways, although inferior in pace. It can travel farther, takes less to purchase, cannot well be stampeded by the enemy, is easily caught when straying, and, in emergent cases, its flesh can be eaten. On the other hand, the mule is superior to the horse for this class of work. The daily work of a pack animal is equal to that of five men, under the same circumstances. If the road be hilly, the advantage is in favor of the men. This is true if the animals are fed on service rations. If they are fed on grass, allowance must be made for quality and abundance. The load of a mule or other pack animal, when used for campaigning, should be so proportioned that it will be no more fatigued one day than another. If the roads are difficult, or if the distance to be traveled is very long, judicious mule-drivers insist on a one-half reduction of the load. During the war mules were largely used in Cuba to convey immediate reserves of small-arm ammunition. Their place for this purpose is in rear of divisions, brigades and regiments. Our photograph shows the mule corral of the Second Army Corps, Dunn Loring, Va.





**THE TROOPSHIP "CHINA" LEAVING SAN FRANCISCO.**—The largest, fastest and finest vessel of the Pacific transport fleet the *China*, flagship of Major-General Greer, commanding the second expedition to the Philippines, left San Francisco on June 15. With it were the *Colon*, *Senator* and *Zealandia*. The total number of officers and men with the expedition was 4500. On board the *China* were 1022 men of the First Colorado Volunteer Infantry, a half-battalion of the Eighteenth U. S. Infantry, 150 men, and a detachment of United States Engineers. The accommodation of every kind on the vessels of the second transport fleet was far superior to that provided for the first expedition. The officers and men of the *China* had ample room for quarters. There was a fully equipped hospital service on board, including surgeons, stewards and privates. Red Cross supplies were also on board. With the expedition went the Eighteenth and Twenty-third Regular Infantry, First Colorado, Tenth Pennsylvania, First Nebraska and Utah Light Infantry Volunteers. The scene on the wharves and on the bay when the second fleet started for Manila equaled in demonstrative enthusiasm that which occurred on the departure of the *Pekin* and other vessels a few days before.



**A BIG GUN AT CARTAGENA.**—On June 18 the reserve Spanish fleet under Admiral Camara was reported off Cartagena. The defences of Cartagena were at one time really formidable. The entrance to the harbor is narrow and completely commanded by a fortified island on the south. The illustration represents the heaviest piece of ordnance in the Cartagena fort. It is known as a "Gonzalez Hontoria" gun, being one of a number made after the plans and designs of Gonzalez Hontoria, the inventor. The weight of a projectile thrown by this immense weapon of defense is eight hundred pounds. It is able to hurl its load a distance of twelve miles. In these days of accurate range-finding, dynamite guns, and steel pointed projectiles of phenomenal penetrative power, it is doubtful if this formidable-looking piece of ordnance would be permitted to remain in action for a length of time sufficient to enable its gunners to inflict severe injury on an enemy. Many of the guns used in Spanish coast defences are of modern approved patterns; a number being breech-loaders with every recent useful appliance for securing proper adjustment, alignment, service of ammunition, and rapid preparation for reloading. There is a large artillery park and arsenal at Cartagena. Barracks and dockyards of good capacity have also been built there.





**MANILA TROOPS AT CAMP FOSTER.**—Our photograph, taken before their embarkation on the first *Gusie* expedition, shows the encampment of the 1st Infantry, the 23d Infantry, and the 13th Infantry at Camp Foster. Companies from these regiments were detached at New Orleans, and sent to Fort Jackson and Fort St. Philip in the Mississippi River, and Fort Point in Galveston Bay. They aided in drilling the State troops before being ordered to San Francisco for transportation to Manila. These regiments were the pride of Camp Foster, whose white tents have sheltered many cavalry and infantry regiments besides. The camp is named for Governor Foster, of Louisiana, and is situated in the Fair Grounds and Jockey Club Grounds of New Orleans, about five miles from the railroad depot, and reached by several lines of electric cars. Electric lights were erected in the camp; thousands of women carried cakes and preserves and flowers to the visiting soldiery, and almost left their uniform coats buttonless in levying tribute. All the troops, visible and invisible in this picture, have been divided up between the big detachments that have set out for Manila and Cuba, the latter getting the lion's share.



**THE RED CROSS IN CUBA.** This group, taken just before the commencement of the war, represents leading in industry and social life in Havana. The balcony is part of that surrounding the home of Señora Jorin, who is the leading lady, socially and politically, in the whole island of Cuba. She was a refugee in Washington during the war, and her husband, it is said, was to have been the first president of Cuba Libre. He died shortly before the outbreak of hostilities. Señora Jorin, in the picture, sits back of Miss Clara Barton, who with others of the American Red Cross were her guests. At her side are two brothers, Cuban doctors of the Red Cross. Three Cuban Red Cross sisters and two other Cuban doctors of that association stand behind the others. Dr. and Mrs. A. Mona Lesser and Dr. Cottrell, of America, complete the group. Aided by Surgeon Purveyor General Ezquirol, of Boston, their work in Cuba was laborious and immense. The papers in Madrid especially praised the untiring devotion of the ladies of the Cuban Red Cross after the battle of Cardenas. These ladies are working on the plans of their American sisters. Dr. Lesser and Mrs. Bettina Hofker-Lesser are at the head of the Red Cross hospital in New York, and "right hands" of Miss Barton in the entire work.





**AT TAMPA.**—The Fifth Regiment of Infantry, United States Army, whose headquarters at Tampa is shown here, is almost as old in history and experience as the Republic to which it belongs. The regiment was first organized in 1798; two years later it was disbanded, but a reorganization was effected in 1808, and the record of the corps runs without a break since that time. When the war broke out the Fifth was stationed in Florida, therefore the work of transferring men and equipments was comparatively easy. The Fifth was at the time of the war in a perfect state of discipline, and the then recent sojourn of the regiment in a semi-tropical clime enabled the men to endure with less inconvenience than many of their comrades the climatic disadvantages of Cuba. Colonel Henry C. Cook is in command of the regiment.





**CAVALRY AND ARTILLERY AT TAMPA.**—The mounted branches of the United States regular troops when concentrated at Tampa made an excellent showing in every respect. Like the regular infantry troops the cavalry and artillery were in every sense of the word "fit" for all the trials of endurance incidental to a hard campaign. The horses arrived in good condition, being well fed, well groomed and well cared for in every other way. The equipment was perfect for men, horses and guns. Every practical modern contrivance to facilitate the movements and effective field work of the squadrons and batteries has been adopted in the U. S. Cavalry and is now in use. The cavalry in camp at Tampa at the time of the invasion of southern Cuba included the Fourth and Ninth. Battery K of the Fifth Artillery was among other batteries in the artillery encampment. It is an interesting fact in connection with the mounted as well as the foot-soldiers that every man who went into action wore around his neck a small tag of aluminum, so that identification might be facilitated when casualties occurred.



**HOW THE CAVALRY ARE CARED FOR.**—Horses employed for military purposes have to be well looked after. Just as with infantrymen, so with the horses, the feet more than anything else demand care. Only the most hardy animals are purchased in the first place. They have to be of a certain stamp, of a certain height and weight, sound in wind and limb, and particularly as to their feet. All over the country are horse dealers from whom the military authorities draw their supplies. The market is one of great value to the dealers, since many horses undergo for breeding purposes, and failing short in some way of what is required for a racer, make first-class chargers. When on a peace footing about 10,000 horses are in use in the various branches of the service, about 1,000 fresh purchases being made each year. The selection of these animals falls to the share of officers who have a special reputation as judges of horse flesh. Color has to be taken into consideration in buying an army horse. White is too conspicuous and neither duns or yellows are popular. The majority of the horses are blacks, bays, and sorrels. Only geldings are taken. These are required between 15 and 16 hands in height and should weigh between 1,000 and 1,200 pounds. The cavalryman has a good deal of additional work on account of his mount. He has to see that the horse is fed and watered, that it is kept well shod, that it is properly groomed, and the accoutrements kept clean and smart.





**U. S. ARMY AFTER DRILL.**—The military camp at Lakeland, Florida, was one of the healthiest and most picturesquely situated of the sites chosen for temporary quarters. The tents were pitched around Morton Lake. The land in the vicinity slopes gently to the water's edge. There are oak and pine trees in abundance. Many of these are partially covered with Spanish moss, giving to the landscape a distinctively Southern aspect. It is admirably fitted for a health resort. The atmosphere is bracing and pure, with a gentle breeze continually blowing. The water is excellent. Lakeland camp was a resting place for two of the United States cavalry regiments—the First and Tenth. Two regiments of state volunteers, the Seventeenth New York and the Massachusetts, were also quartered at Lakeland on their way to the front. There is a rifle range near the camp, where the men were permitted to practice. The drills were from 7.30 to 9.30 A. M. and from 4.45 to 5.30 P. M. There was also a parade by companies every evening. Company schools, for instruction in military work, were held from 10.30 to 1 each day. The officers had a school of instruction at 4 o'clock every afternoon.





**A SIDE-LIGHT ON SOLDIER LIFE.**—Our photograph shows a street scene at Camp Alger. It presents as it were the light side of existence in military quarters. In the immediate foreground of the picture is a photographic gallery where the volunteer, for the first time in the full glory of uniform, could obtain a tin-type destined to become the picture of his relatives at home. Next door to it stands a tobacconist's store, and then another photographic gallery—evidently a great demand for portraits! In fact, stores of all kinds spring up round a large military camp, for soldiers in their spare moments are liberal patrons. Some idea of what the heat of the sun must have been at Camp Alger is suggested by the diminutive shadow on the wheels of the wagon passing down Midway Plaisance. Good training, this heat, for the sojourn that was to follow in Cuba!



**THIRTY-THIRD MICHIGAN VOLUNTEERS.**—The Thirty-third Michigan Volunteers had their first experience in camp life as United States Volunteers, outside of their own State, at Camp Alger, Virginia. Our photograph shows a typical camp street scene. Colonel Boynton commands the regiment, the battalions being in charge of Lieutenant-Colonel Schmidt, Majors Webb and Burton. The Thirty-third embarked at Alexandria on June 22d, were transferred to the *Yale* on the following day, and in due course found themselves on the scene of action before Aguadores. General Duffield, their brigade commander, attacked Aguadores under cover of Admiral Sampson's guns. The Thirty-third were on the extreme left of the fighting line during the action and participated actively in the attack. An attempt was made on this occasion to occupy Aguadores, aided by the *Suwanee* and *Gloucester*, but the occupation was hindered owing to the lack of pontoon equipment. Several other Michigan regiments were in the field, notably the Thirty-first, Thirty-second, and Thirty-fourth.





**FIGHTING THE YELLOW FEVER.**—Colonel Duncan N. Hood, son of the late noted Confederate general, John B. Hood, has distinguished himself at the beginning of his military career as the originator of the Immune Bill, which called for 10,000 troops, not subject to yellow fever. Colonel Hood was born in 1873, and is the youngest Colonel in the army. In 1878 yellow fever swept away both parents, his mother and eldest sister. He was, with his twin sisters, adopted by the millionaire, John A. Morris, and as his son graduated from West Point with honors in 1896. He adopted the profession of civil engineering, but at the first sound of war he left the North and hastened to Louisiana to form a regiment. His command was not included in the first call for troops, and so he went on to Washington to urge the claims of his regiment, and to use his arguments and influence to secure the speedy passage of his Immune Bill. The young Colonel's work has been the means of organizing many immune regiments.





**A PRIVATE DINNER AT TAMPA.**—The preparation and consumption of food at a military camp involves the use of some very primitive processes. At a standing camp, as at Camps Black and Townsend, or at Chickamauga or Tampa, meals can be cooked fairly well, and the usual implements of attack, including the knife, fork and spoon, are nearly always within reach, together with tin dishes and canteens for coffee; but on the march, particularly in times of war, when movements are frequently guided by the disposition of the enemy, breakfast becomes a luxury, the mid-day meal oftentimes little better than a dream, and the evening repast each day a mere matter of form. Abstinence is widely practiced, though not approved by the majority. The art of modern cookery is slighted. Jack-knives take the place of carving knives, fingers supplant forks, and spoons are relegated to the doctor's tent for doling out medicine. The problem of "how to eat" is solved in simple fashion. "Eat when and where you can" becomes an unwritten law.



**VARIOUS ANIMALS.** (1) **THE ARMY MULE.**—Altogether about 12,000 mules were taken to the South with the army invading Cuba. They are chiefly used in warfare for carrying supplies and ammunition, either as beasts of draught or burden. A special and rather valuable animal, however, is in connection with the ambulance corps. They are employed to bring litters and medical supplies promptly to the front. This method of transportation was used in the war with China, 1894 and 1895, the Japanese successfully used pack-animals for this purpose. This method of transportation is still used in the movements of the column. A medical case or pannier, so built as to fit the back of the mule, contains all the materials required by the surgeons on the field—a variety of antiseptics, medicines for the relief of pain, bandages, splints, plasters, and operating instruments. (2) **THE ROUGH RIDERS AND THEIR MASCOT.**—Hardly an American regiment went to the front without its mascot. In one case the pet was a duckling, in another, a lamb. The famous Rough Riders had a cub which traveled in a comfortable cage with iron bars. It was a docile little creature, and showed strong affection for those in whose care it was placed.



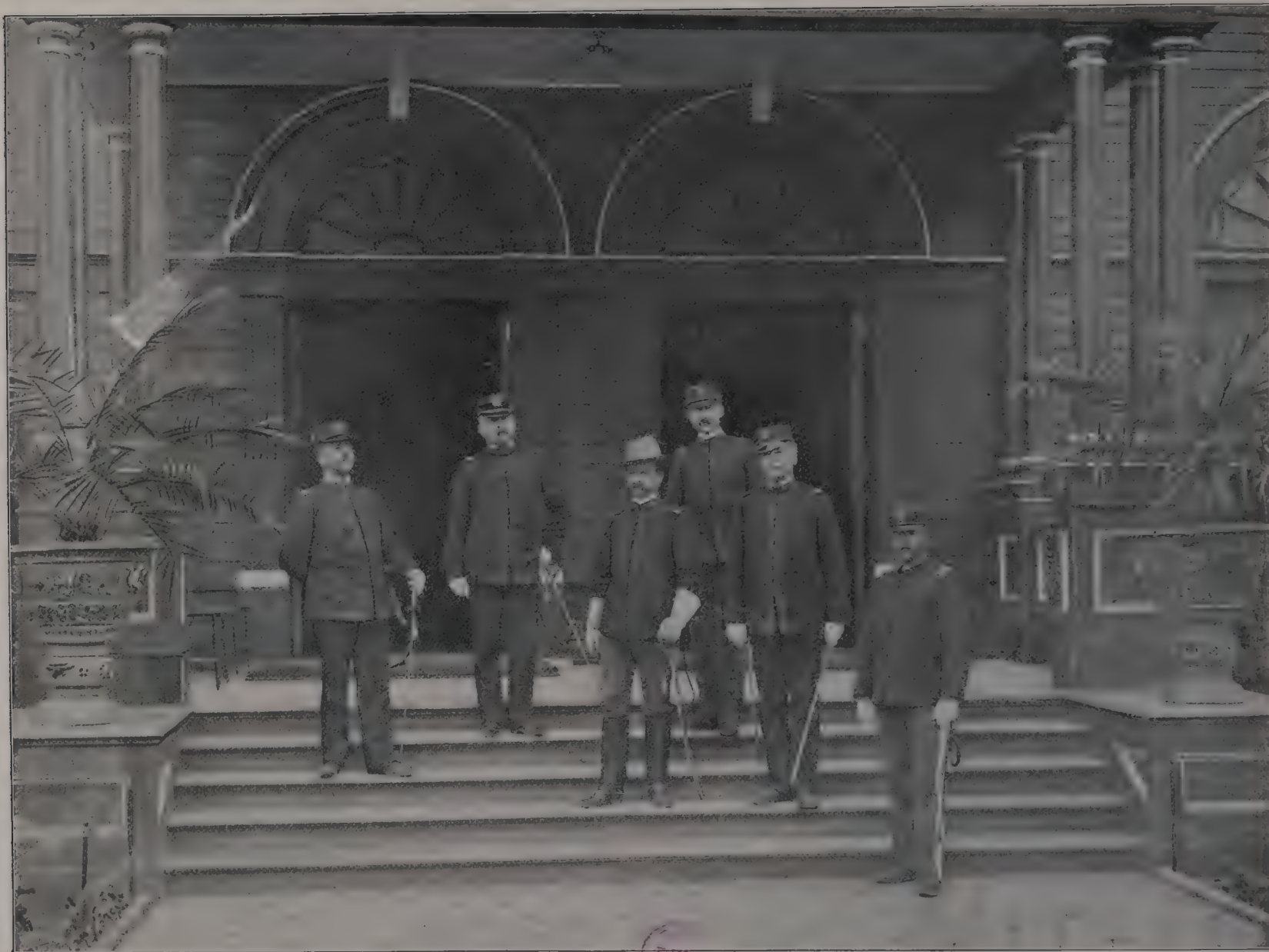


**CUBAN VOLUNTEERS.**—During the campaign in Cuba the soldiers of the Cuban Army wore the Cuban uniform, a dress in some respects similar to that worn by United States troops. Many Cuban volunteers, fully organized for active service, were concentrated with the United States Army at Tampa, there being four divisions, exclusive of the Cuban Red Cross Division, which is not part of the Red Cross Society under charge of Miss Clara Barton. General Morlet, General Sanguilly, and other prominent officers at the head of the Cuban volunteers, were among others at Tampa. They were quartered at the Tampa Bay Hotel, and in professional and social circles were recognized as equals by those of corresponding rank in the United States Army. General Morlet was in command of the First Division. The other divisional commanders were Brigadier-General J. D. Castillo, Major-General Sanguilly and Brigadier-General Emilio Nunez. The Red Cross Division was in charge of Lieutenant-Colonel Julian Betancourt. Each division had a strong staff of efficient officers. Among the most conspicuous of the volunteers was Major G. de Cárdenas, who comes of an old Cuban family and possesses a title. This he abandoned to fight for the Republic. A competent staff of medical officers was attached to the volunteers.





**OFFICERS' QUARTERS** — Officers in camp have tents for their quarters, as the soldiers have, with the difference that an officer's tent is more commodious than the private's. The U. S. army tent is comfortable, serviceable, and ingenious. It is conical in shape, and is supported by a tent-pole which is very interesting. This pole is of iron, and is hollow. It rests a few inches from the ground upon a tripod, between the legs of which a fire may be built within the tent, the hollow pole serving as a chimney. When there is no fire in this stove, a canvas hood may be placed over the opening in the top. The chief merit of this contrivance is that it greatly lessens the danger of conflagration from an upside-down ordinary pattern, a danger which is one of the most serious in a camp, for the canvas tents are very inflammable. Our photograph shows the officers' quarters, 6th U. S. Infantry, 1898.



**GENERAL WADE AND STAFF.**—The command of troops at Tampa, until the arrival of General Miles, Commander in Chief, devolved on Major General James F. Wade—"Little Phil's Double"—commanding the Third Army Corps, and Major General Shafter, commanding the Fifth Army Corps. Their headquarters were at the Tampa Bay Hotel, which was opened by the Plant System for the purpose. General Wade's personal staff includes Lieutenants W. E. Almy and G. W. Reed, of the First United States Cavalry. Lieutenant Colonel Arthur McArthur is the Adjutant-General of the Corps. Major D. D. Wheeler occupies the responsible post of Chief Quartermaster. The signal system and force is in charge of Capt. R. E. Thompson. Major B. F. Pope has been appointed Chief Medical Director. General Wade, until chosen by the President as a Major General of Volunteers, was Brigadier General in charge of the Department of Dakota, with headquarters at St. Paul, Minn. He ranks thirteenth among the sixteen Brigadier-Generals in the United States Army, General Shafter being his senior by two numbers. General Wade's service extends over thirty-seven years.





**THE ARMY HEADQUARTERS.**—The headquarters of the United States Army at Tampa, represented in the above illustration, was, before the departure of General Shafter for Cuba, the scene of tremendous military activity. Although technically entitled to the name "Army Headquarters" only after the arrival of General Miles and his staff, the Tampa was, to all intents and purposes, recognized from the beginning of the war as the principal rendezvous for troops in their movement toward the enemy's stronghold in Cuba. The general officers and their respective staffs chose the Tampa Bay Hotel as most convenient for their work at this important base of operations. The building was admirably fitted for the purpose, both as to location and size. The several camps were distributed to the north, south, and east of the hotel. Nearest was that of the Signal Corps. To the northeast was the Infantry Camp. Cavalry, Artillery, and Engineers, also a regiment of Infantry, were stationed at Port Tampa, to the south. The Red Cross organization headquarters was at and near the hotel. The military and naval representatives of Great Britain and military representatives of Germany, Russia, Austria, Japan, Norway and Sweden were also located in the headquarters. It is equipped with every convenience for telegraphic, telephonic and postal communication.





**THE REGIMENTAL LUGGAGE.**—Our photograph shows the arrival of the 157th Indiana Volunteers at Tampa. Though on active service the soldier takes few clothes and little else, the baggage of an entire regiment is a very large item. During the Civil War an army corps of 119,000 men had 3,277 wagons assigned for ammunition, supplies, etc.; the proportion has now largely increased. The wagons for ammunition are in many ways similar in construction to field-artillery carriages. The arrangement of boxes on the platform must be such as to insure the centre of gravity of the entire load falling between the wheels and limber-hook. Concerning the quantity of ammunition required, it is estimated that for six months' active operations, an army of 60,000 men ought to have, for small arms alone, 18,000,000 cartridges. They should always have 2,680,000 cartridges with them, exclusive of reserves. For the conveyance of this latter number 150 wagons are necessary, with 800 men and 700 horses. The capacity of an ammunition wagon is from 15,000 to 20,000 rounds.



**A LAST SHAVE.**—Our photograph shows the barber at work at Camp Tampa on the morning before the embarkation of the troops for Santiago. In every military camp there is at least one man sufficiently expert with razor and scissors to claim a share of patronage as a company barber. In camp, on a fine day, after the drills have ended and the men's leisure time begins, visitors strolling through the lines of tents may see quite a number of amateur "tonsorial artists" practising on the heads and necks of their comrades. According to their conceded deftness with the razor, and good taste in hair trimming, they enjoy the much-coveted extra income derivable from this source. In some instances the favorites are men who have had no experience as barbers in civil life. Their fitness or unfitness is quickly discovered after a voluntary attempt on the part of a comrade who declares himself willing to become a sacrifice, if necessary, at the altar of experience. There are no special regulations concerning camp barbers. Those who employ them do so voluntarily, and each chooses his own barber, paying for service in currency, or an equivalent, such as an exchange of duties. The regulations do not prohibit shaving, but insist on hair being cut short in military fashion.





**TRANSPORT VESSELS FOR CUBA.**—The selection, purchase, equipment and assembling of transport vessels by the Federal Government for conveyance of troops to Spanish colonies proved a tremendous undertaking. The promptitude with which it was accomplished speaks well for the efficiency of the several departments concerned, an adverse criticism notwithstanding. For Cuba alone, one flotilla of thirty-five vessels was arranged for, fitted for the reception of men, horses, guns and carriages, and collected at Tampa within six or seven weeks. Many of these vessels were large, but none too commodious for shipment of the military and munitions. Fortunately, the facilities for embarkation at Tampa were excellent. No point in the South equals Port Tampa for such a purpose. This fact, more than any other, influenced the Government in choosing that locality as a general rendezvous. There are two double wharves, 4,000 feet long, and strongly constructed. Some idea of the work and system necessary in moving large bodies of troops by water can be gained from the statement that within a very few hours after the order was given to embark, 17,000 men, with horses, equipment, ammunition and food, were safely aboard the vessels. The accommodation provided for 13,000 infantry, 5,000 cavalry, 500 artillery, 200 engineers and 300 of the hospital and signal corps, etc. From this it will be seen that each ship in the fleet of transports was, in an incredibly short time practically torn to pieces and refitted to permit of sleeping and eating space for 17,000 men, 500 horses, with 32 guns, and a multitude of miscellaneous articles for engineering and signaling operations.





**MOVING AN ARMY.**—The plain citizen who read in his morning paper the President's call for troops to invade Cuba, had little comprehension of the far-reaching effect. It flashed from the War Department to the Governors of the different States, thence to the armories in various cities, and the bustle of preparation was in the air. It sent a thrill through the heart of every trooper in the great West, and the lazy artillerymen in our forts, from Maine to California, began to unlimber themselves for action. The commissary department thronged with army contractors looking for government plums, presented a like picture. Then there were important arrangements to be made with railroads, and there were trains chartered or bought. All this widespread national activity culminated in such scenes as the one at Tampa, so admirably shown in our photograph. There you see them all—soldiers, stores, and ships—and then, "up anchors" for Santiago.



**ON THE WAY TO THE WAR.**—Life on a military transport vessel is full of incident. Episodes, occasionally tragic and often ludicrous, follow each other in rapid succession. Even on the most commodious ships fitted up for transportation of troops there is scarcely elbow-room, as a rule, for either officers or men. This close contact creates endless diversion. Small bunks are apportioned in the fore part of the vessel for staff and regimental officers. Bathing accommodation on a limited scale is provided for their use. An officers' mess is temporarily organized. The quarters for the non-commissioned officers and men are situated on the "troop-decks," which frequently extend nearly the whole length of the vessel. In the British transport service, where troop-ships form a part of the regular navy, hammocks are served out to the men. The transport vessels used by us for conveyance of troops to the Philippines, Cuba, and other places, have, as an emergent measure, bunks for sleeping accommodation. Tables are also placed on the troop-decks, in convenient locations, for unning, folding and packing of equipment, etc. At certain hours each day the troops are inspected by companies. If they are being conveyed over the seas for a considerable distance, the men are exercised by squads in various motions of the arms, legs, and body. Rifle drill is also practised. During hot weather the men are permitted, in the mid-day hours, to rest on the upper deck under canvas awnings. There they may be seen reclining leisurely in all comfortable positions. The time is pleasantly passed in smoking, card-playing, and story-telling. At night concerts are frequently given.





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(PUBLISHED)

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**LANDING ON CUBAN SOIL.**—Through out the course of the war nothing has more widely aroused the admiration of foreign critics than the expedition with which our army was landed in southern Cuba. Rough seas are of frequent occurrence in that hurricane-swept quarter of the globe, and it is not at very frequent intervals that any spot presents itself along the coast where small boats may be beached with safety. Our photograph shows the 32d and 33d Michigan Volunteers landing from the transport vessel *New York*, near Siboney, on June 25th, 1898. So soon as the unloading of the boats was finished, the men strapped and bathed, this being their first proper wash since leaving Tampa. The little town of Siboney, burned soon after our photograph was taken, by order of General Miles, was really not more than a cluster of wooden shanties painted in the native fashion, red, blue, yellow—every shade of gay color. In the foreground is seen the railroad leading to Santiago.





PHOTOS BY J. C. HAMMIST

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**WAR SCENES IN CUBA.** (1) **SIBONEY HOSPITAL.**—Our photograph shows a number of Cuban soldiers returning from the front to report at General García's headquarters. The building in the foreground is the hospital at Siboney in which lay hundreds of men stricken with malaria, and where more than one case of small-pox was being treated. Later this became the headquarters for the treatment of yellow fever patients, the field hospital in the hills having to be abandoned on account of the heavy rains. In the foreground of our picture may be seen one of García's scouts, machete in hand, carrying dispatches to the United States commander in the district. (2) **ADVANCING ON THE ENEMY.**—This photograph shows the 71st New York Volunteers moving on the enemy's position near El Pozo. It was within fifteen minutes of the time when this photograph was taken that the Spanish, who lay in ambush in the thick brush a few yards ahead, opened fire on the advancing column. Then every superfluous article had to be abandoned. Knapsacks, rubber blankets, three days' rations, everything was thrown away except canteens, arms, and rifle-belts. If an opportunity offers these are afterwards collected by the commissariat department.



**SPANISH ARTILLERYMEN.**—The artillery of Spain is one of the strongest features of that country's military organization. The war strength of this branch in the Spanish army includes twenty field artillery regiments, each of eight batteries of six guns, with an equal number of artillery and infantry ammunition columns. The total war strength of field artillery is 25,000 men. In addition to this there are three mountain artillery regiments and ammunition columns, with a total of 7,254 men, and nine battalions of fortress artillery, some consisting of six companies and others of only four. In this latter branch the strength is 8,175 men. There is also a reserve artillery force of 14,147 men, consisting of seven field artillery regiments—one for each army corps district—with 130 guns. On mobilization, the Spanish artillery, on the mainland and in the colonies apart from Cuba, can muster 952 guns. In the military service of every country, artillery officers and artillerymen rank next below the engineers from the standpoint of intelligent and useful work. The artillery of Spain is no exception to this rule. The officers are in many instances brilliant strategists and tacticians. They far outrank in intellectual development many of their brother officers in the infantry arm. The men, too, are bright, active, and enthusiastic. Their equipment is fairly good, and most of the guns are of modern make.





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**THE GRAVES OF THE ROUGH RIDERS.**—It was on Wednesday, June 22, 1898, that General Shafter's army landed at Baiquiri, a short distance east of the harbor of Santiago de Cuba. The following day the troops advanced to Juragua. On June 24th the famous regiment of Rough Riders, advancing on foot, had a lively skirmish with 2,000 Spanish troops in the thick brush near Sevilla—some ten miles from the city of Santiago. A remarkable regiment this!—formed of Western cowboys and the pick of New York's aristocracy. Some brave because their whole lives had been spent face to face with danger; some because their high training did not admit of the possibility of cowardice—but altogether invincible. At the first moment of the engagement several lives were lost; among those who fell being Sergeant Hamilton Fish—young, popular, belonging to one of the most respected families in America. Though his body was afterwards brought home, he was buried with his comrades on a hill overlooking the scene of the short and terrible struggle. Simple wooden boards, bearing no inscription beyond a number, mark the graves. The monument numbered 7 was the resting-place of Sergeant Fish.





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**CUBAN SCOUTS.**—The typical Cuban soldier and the typical mode of warfare he employs are both illustrated in this photograph. The native warriors are often ragged, down-trodden creatures. Numbers of them wear no more clothing than a torn and much-soiled undershirt. Their method of fighting is never to show themselves in the open. They conceal themselves in the tree-tops, crawl behind the great leaves of the palm trees, or make use of the barriers afforded by the decayed vegetation in which the country abounds. They have the courage of wild beasts, and employ the tactics of animals lying in wait for their prey, springing out upon it, ready to retreat in an instant if they discover that they are overmatched. In the use of their native weapon, the machete, they are wonderfully expert; but from the way in which they handle the fire-arms with which they are equipped, it is easy to see that they are entirely wanting in proper training. Our photograph was taken in the woods about one and a half miles from El Pozo, in the direction of Santiago, on the morning of the fierce engagement in that neighborhood.





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**BEAR: WOUNDED FROM THE BATTLEFIELD.**—The advance on Santiago by the troops under General Shafter began in the early hours of the morning of July 1st. All day the battle raged; the losses on both sides being heavy. The wounded, however, were cared for with an alacrity that is seldom feasible during a fierce engagement. Our photograph shows one of the first officers to fall during the attack on El Pazo being borne to the rear. It was about this time, shortly before mid-day, that General Wheeler, who, with a dislocated arm, held the centre of the American line, started on a two miles' journey to the front in an ambulance. For some days he had been dangerously ill, and the step was taken against the advice of the surgeons. The distance was not half covered when the General and his staff met a number of wounded soldiers being borne to the rear on litters. Immediately Wheeler stopped his ambulance; insisted on being helped out, and on personally superintending the work of placing the litters inside. Then, though only with great difficulty, he mounted his horse, and rode onward. The men burst into frantic cheers which followed the veteran general along the line.





**UNFORBIDDEN FRUIT.**—Strict orders were issued to the army in Cuba against picking and eating the fruit which grows everywhere in immense profusion. Exceptions to the general rule were the banana and the cocoanut—the milk from the green cocoanut being found an uncommonly healthy beverage. The tree forms a beautiful feature of the inland landscape, so immensely rich in leaves and fruit. It grows wild in all parts of the island, the nuts containing each about a pint of that peculiar and palatable juice that is so nutritious. The fruit of the banana contains more nourishment than the fruit of any other plant, while the plant itself is the most prolific that grows. It is now regarded as a mere variety of the plantain although originally considered an independent species. The distinguishing mark of the banana plant is the dark purple shading and spots on the stem; the fruit is also smaller, less curved, and more delicate to the taste than that of the plantain.





**THE TRANSPORT OF ARMY AMMUNITION AND SUPPLIES IN SANTIAGO PROVINCE.**—Owing to a complete absence of roads in Santiago Province everything is transported either by pack animal or on the clumsy native cart called *carreta*. These wagons are drawn by oxen. In shape and type they are the same to-day as used 400 years ago. They are built entirely of wood, the forests of Cuba yielding a species that is almost as hard as iron. Axles and hubs are of the same material; they swell in the tropical rains, crack in the heat, grow altogether out of shape. The labor of the patient draught animals quite needlessly. But, nevertheless, they are not renewed. The oxen are guided by a rope attached to a ring in the nostrils. They are these poor brutes, docile, uncomplaining. Only now and then they utter a soft protesting grunt under the prick of the goad that the driver uses to give point to his picturesque cry. In the rainy season the tracks become almost impassable; cart and oxen sink almost out of sight in the mud. Frequently whole outfits have to be abandoned, and the oxen shot to relieve them from the agonies of a lingering death.



**FORAGE FOR OUR CAVALRY IN CUBA.**—Not the least of the inconveniences that ~~our~~ mounted men had to encounter in Cuba was the feeding of their horses. Our illustration shows a forager carrying "Maloja" grass to be sold to the army provisioner. The forage is cut green and made up in loose bundles tied, and loaded two sheaves on each animal. The native horses will eat it with relish while they will not touch hay. In fact, "Maloja" is the staple food of horses and cattle all through the island; it is rich in water, thus not only satisfying the hunger of the animals, but quenching their thirst. In Havana there are a good many American horses, brought in from the Southern States for military purposes, and consequently there was before the war a considerable importation of hay into the city from the States. One firm in New York had orders to send monthly from 25,000 to 30,000 bales of 100 pounds each.





**SANTIAGO BOMBARDED.**—The surrender of Santiago by the Spanish to the American forces on July 13, 1898, saved the city from bombardment. But already the destruction to property had been enormous. Our photograph gives some idea of the effect of modern guns on the heavily-built stone houses of the Spanish. The shelling of Santiago entailed the partial ruin of the most marvellous city of the Antilles. There has never been a town whose situation was more desirable. In front, the blue waters of the best-protected harbor in the Western half of the world; behind, the towering heights of the Sierra Maestra. There is something about the many-colored structures, the promenades, the gardens, the many beautiful prospects, that, in spite of a good deal that is squalid and much dirt, almost suggests fairy-land. As the capital of the Eastern Department of Cuba, Santiago was a flourishing seaport. Several lines of railroads run into the city, it was a telegraphic centre from which radiated the submarine cables to Mexico, South America, Jamaica, Hayti, Porto Rico, and the Lesser Antilles. In times of peace the population numbered over 50,000, the majority colored people. At the time of the attack under General Shafter, it is estimated that the inhabitants had dwindled down to 4,000.





**THE WORK OF UNITED STATES GUNNERS.**—These photographs show some of the buildings on the outskirts of Santiago that suffered during the attack by our troops on the Spanish lines and before the general bombardment of the city was considered. The mangled buildings are typical of the houses that the Spanish have built in the city. Heavily made to withstand the shock of earthquakes and to fend off the intense heat of the sun, they have proved themselves strong even in the face of modern artillery. The various effects of the projectiles on the structures afford an interesting study. It will be noticed how in places only the plaster and the outer surface of the stone have been injured, giving the walls a dappled appearance suggesting the spots on a leopard's skin. Where a shell has struck and then exploded there is complete demolition, but confined to a smaller area than would be expected. In other places a simple hole has been made as clean as the punch in a railway ticket.

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**GOVERNMENT AMMUNITION STORE.**—Interesting in connection with the bombardment of Santiago by land and sea is the government ammunition warehouse. Before else the attention of the visitor is engaged by the sight of immense supplies of projectiles. There are three types of shell chiefly used in these days, all cylindrical in shape with flat ends. These are the common shell which explode on collision, the armor piercing shell, and the shrapnel. The armor piercing shell must not explode on contact, but a fraction of a second, when it has had time to reach the interior of the ship or fort. Shrapnel is the projectile for use against exposed bodies of men, and was consequently most largely used in the war of 1861-65. The shrapnel shells have an iron head and base, while the interior is filled with balls of smaller calibre. Before the filling of balls is put into the case it is subjected to a pressure of 10,000 pounds to pack it together and to insure that the whole charge will act together at the moment of explosion. Among other things shown in our illustration are the water-tight cases for the magazines of battleships.





MAJOR-GENERAL NELSON A. MILES

Major-General Nelson A. Miles, commander-in-chief of the United States Army, is sixty-nine years of age. His public career commenced with the Civil War, when he served as captain of volunteers with the Army of the Potomac. With a brilliant record behind him he rose to the rank of major-general, becoming at the close of the campaign a regular officer of the United States army. Transferred to the Western frontier he made himself notorious for his skill and bravery in conflict with the Indians. In April, 1890, he was appointed major-general in the Regular Army. He is the only soldier in the last half century to reach the position of chief command without having graduated from West Point.

General Miles is a man of the most winning personal characteristics. When still little more than a boy his ability was recognized by General Hancock, who once said of him: "If young Miles lives, he will be one of the most distinguished officers in the service." Since his active life in the West, he has devoted some considerable portion of his time to literary work. General Miles was with the army when Santiago surrendered, and later led the army of occupation into Porto Rico. The story of his career is one filled with interesting episodes; such, for instance, as the time when he was appointed to take charge of Jefferson Davis, when the latter was sent to Fortress Monroe as a prisoner. To make quite certain that Davis should not escape, Miles, so the story goes, put him in chains!

General William R. Shafter, who conducted the land campaign against Santiago de Cuba, is not a graduate of West Point. He entered the army as a volunteer from his home farm in Kalamazoo County, Michigan, in 1861, as a lieutenant in the Seventh Michigan Regiment. From that time he advanced by rapid promotion for gallant and meritorious services in the Army of the Potomac, particularly at Fair Oaks and Malvern Hill. At the close of the Civil War he was a Brevet Brigadier-General of Volunteers. He then entered the regular army and was assigned to regiments which have done duty mainly on the Pacific slope. In 1879, after several Indian campaigns, he became colonel of the First Infantry, from which he was promoted to be a brigadier in 1897, and placed in command of the Department of California. General Shafter was chosen to command in Cuba because of his energy and soldierly ability. He is a man of large size, weighing over three hundred pounds, gray-haired, blue-eyed, ruddy, and having a countenance which expresses force of character and kindness of heart in pleasing combination. He announced it as his policy in Cuba to lose as few men as possible. In point of fact the list of killed and wounded after the advance on Santiago was longer than had been anticipated. This was, however, the inevitable result of the existing conditions.



GENERAL WILLIAM R. SHAFTER



MAJOR-GENERAL MERRITT

Although junior in rank to General Miles, Major-General Wesley Merritt is the senior of his brilliant colleague in years. Born in New York in 1836, young Merritt went to West Point, and, graduating in 1860, received his commission as captain of the famous Second Cavalry in 1862, becoming brigadier-general of volunteers during the following year.

Like General Miles he served with the Army of the Potomac, commanding seventeen regiments of cavalry. Under Sheridan, in 1864, he made the celebrated charge at Winchester that sent Jubal Early "whirling through the valley."

General Merritt was given command of the military expedition to the Philippine Islands in support of Admiral Dewey. He shares with the latter officer the glory of the successful attack on Manila, which finally put that city into our possession.

He is of extremely soldier-like type. Tall and broad-shouldered, he looks a fighter. He is strict without being a martinet, and is greatly beloved by the men who serve under him. His handsome face is surmounted by a thick crop of gray hair. His eyes are full of kindness, counteracting the rather stern expression of his face.

## THREE FAMOUS FIGHTERS





THE INSPECTOR-GENERAL

BRIGADIER-GENERAL JOSEPH C. BRECKINRIDGE is the Inspector-General of the United States Army. He is a member of the famous Kentucky family of his name, although he was born in 1842 in Baltimore, Md. He never went to West Point, but began his military career as First Lieutenant and Aide-de-Camp of Volunteers in 1861. In 1862 he was made Second Lieutenant in the Second U. S. Regular Artillery, rising to the rank of Captain in 1874. In 1881 he was transferred to the Inspector-General's Department, where he has been ever since, being promoted rapidly to his present grade. It is the duty of the Inspector-General to keep a close watch upon the military efficiency and general condition of the troops, performing, through his assistants, frequent inspections in garrisons, camps and field, correcting shortcomings wherever found. The Assistant General pays attention not only to the minutest details of equipment, but to the military attitude and behavior of the troops, making complete reports to their chief after each inspection.

The Adjutant-General of the United States Army is Brigadier-General Henry C. Corbin. He is not a West Point graduate, but entered the army from civil life, his first service having been as Second Lieutenant in the Eighty-third Ohio Volunteers in 1862. A year later he was made Major in the Fourteenth U. S. Colored Infantry, and at the end of the war was retained in the regular army as a Second Lieutenant in the Seventeenth Infantry. In 1880 he was transferred to the Adjutant-General's Department and rose steadily thereafter until he reached his present position, which is virtually that of the chief of the general staff, having charge of all matters pertaining to the organization and disposition of troops, and being responsible, in general, for the personnel of the service. General Corbin was born in Ohio in 1842. During the Civil War he participated in several engagements, including one with General Forrest's Confederate cavalry, the battle of Pulaski, Tenn., the siege of Decatur, Ga., and the battle of Nashville, Tenn. The management of the army during the late war was open to criticism; the special difficulties that had to be met are unquestionable.



THE ADJUTANT-GENERAL



THE CHIEF OF ORDNANCE

The Chief of Ordnance of the United States Army is Brigadier-General D. W. Flagler, U. S. Army, who graduated from West Point in 1861, and has steadily worked his way to his present high rank by dint of meritorious service in peace and war. The duties of the Chief of Ordnance are always difficult and important, calling for marked technical and executive ability. It is the Ordnance Corps which suggests, designs, constructs and delivers to the troops their arms, ammunition and general ordnance supplies. Its officers conduct the big small-arms manufactory at Springfield, Mass., and the gun factories at Watertown, Mass., Watervliet, N. Y., and elsewhere, as well as the arsenals at Rock Island, Pittsburg and other places. Every field-piece issued to the troops, and every gun mounted in a fort is built under the supervision of and inspected by the officers of the Ordnance Corps, which also attends to the enormous supplies of ammunition used by the army. Under General Flagler the corps has reached a high state of efficiency, and the army has never been supplied with so fine weapons as now.

## THE MEN WHO RAN THE ARMY



MAJOR-GENERAL JOSEPH WHEELER

MAJOR-GENERAL JOSEPH WHEELER has gained fresh fame for his bravery and gallantry on Cuban soil. At the outbreak of the war General Wheeler was promoted to his present position in command of the First Division of Cavalry. At the time he was serving his seventh term as Governor from Alabama. It was in 1859 that he graduated at West Point, where he had been a general for many of his fellow students. Two years later he entered the United States Army. With the exception of Stuart, he was regarded as the most brilliant cavalry leader on the Confederate staff. He actively served in the army of the United States from 1861 to 1865, having already reached the rank of Major-General in the Civil War. His face suggests the sternness of a warrior. But in spite of his advanced age, his physical condition is such that he is working from no exertion, at least, and his energy was seen under him. General Wheeler was one of the Red Cross nurses who were sent to Cuba. No greater comfort could have been paid to General Wheeler than his appointment, at his well-advanced age, to take command of the cavalry division with the army of Cuba. His selection was not a wise one it was only for this reason—that the trying climatic conditions in southern Cuba call for the most hardy and vigorous constitutions. Like General Shafter, General Wheeler was physically incapacitated when the day of battle arrived. In spite of this, however, he insisted on going on going to the front, even though he had to be carried.

MAJOR-GENERAL JOHN R. BROOKE, commanding the recent expedition of troops from Camp Thomas to supplement the force of Major-General Miles at Porto Rico, has a splendid military record. In rank he stands next below Major-General Merritt, and was the junior of the three officers holding the rank of Major-General in the United States Regular Army when it was declared. He is now in his sixtieth year. By birth he is a Pennsylvanian. Gen. Brooke, who is not a West Pointer, began military service as Captain in the Fourth Pennsylvania Volunteer Infantry, on April 20, 1861, and distinguished himself greatly during the Civil War, his name appearing many times with honor in the official "Rebellion Record." He was present at Yorktown, Fair Oaks, the seven days' battle before Richmond, Second Bull Run, Antietam, Fredericksburg, Chancellorsville, Gettysburg, Auburn Mills, Cold Harbor, and many other engagements. Wounds were received at Fair Oaks, Gettysburg, and Cold Harbor, the injury at the last named place being serious. The first regimental command held by Gen. Brooke was the Fifty-third Pennsylvania Volunteers, from November, 1861, to June, 1864. He has commanded several brigades successively, also divisions, invariably with great credit. The Army of the Shenandoah was in his charge in 1865. When the present war broke out, Gen. Brooke was in charge of the Military Department of the Missouri, with headquarters at Chicago. His reputation is that of an ideal soldier—brave, determined, careful of his officers and men, and ready at any time to die for the flag he has sworn to protect. Since his arrival at the scene of action, Gen. Brooke has proved himself an invaluable supporter to the General Commanding-in-Chief. By the joint efforts of these "tried and true" warriors, the adjustment of military and civil affairs at Porto Rico has been much simplified.



MAJOR-GENERAL BROOKE.



BRIGADIER-GENERAL FRANCIS VINTON GREENE

BRIGADIER-GENERAL FRANCIS VINTON GREENE, now commanding a brigade in the Philippines under General Wesley Merritt, is one of the most distinguished officers in the volunteer service. He has shown extraordinary capacity and talent as a soldier, civil engineer, writer, and man of affairs. General Greene is the son of General Sears Greene, a veteran of the Civil War, and also a civil engineer of wide reputation. He was born at Providence, Rhode Island, forty-eight years ago. His military training began at a very early age. During the Civil War he was with his father at the front, afterward graduating from West Point at the head of his class in 1870. Assigned to serve first in the Engineers, then in the Artillery, young Greene added to his laurels at every step. He subsequently took part in the work of a scientific joint commission for determining and marking the international boundary line along the forty-ninth parallel. He retired a few years ago to engage in commercial pursuits, but was persuaded to join the staff of Brigadier-General Fitzgerald of the New York State Militia. Six years ago he was elected to the command of the Seventy-first New York Regiment. His appointment as Brigadier-General took place shortly after the war with Spain began. General Greene's expedition to the Philippines will go down into history as one of the most successfully conducted among the military operations of any country, ancient or modern. Because of his complete intellectual equipment, his marked ability as an officer in matters of drill and discipline, and his knowledge of the art of war—including military and civil engineering—he has found no military problems of transportation too difficult to handle. It is safe to say that Admiral Dewey will find in General Greene a cordial supporter in his efforts to bring order out of chaos at Manila.

## SOME FAMOUS GENERALS





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COLONEL THEODORE ROOSEVELT

IN official circles and with the great public Colonel Theodore Roosevelt is a general favorite. His character is of the kind that compels admiration. To express it in one word, he is a doer, not a talker. He can write well, shoot big game, manage a police force, handle a navy, in fact, is a man of extraordinary versatility. We have in him one of great judgment, of indomitable determination, and not only mentally alert, but a physical giant. As Assistant Secretary of the Navy, he occupied, at the time of the outbreak of the war, a position of great importance. That he should quit administration and throw himself into the midst of action seemed at first sight a loss to the nation, however much the change might have been to his own tastes. But results have scattered this idea to the winds. His picturesque regiment of "Rough Riders" bore the brunt of the first advance towards Santiago, and since they converted what promised to be a defeat into a brilliant victory, they have played an incalculable part in spreading that feeling of confidence throughout the army without which courage is only as it were half-cocked. Roosevelt, himself, is a real rough rider. The bronco which gave him his first experience on the back of a buck jumper threw him over its head at the first essay, nearly breaking one of his ribs. In spite of this he mounted a second time and kept his seat until the animal was mastered. Then he got off and fainted—for the first and last time in his life. His leadership at the storming of San Juan was most brilliant. He went into the fight mounted and carrying a sword; at the end he was fighting on foot with musket and revolver, but always at the head of his regiment.

ONE of New York's most prominent men of wealth and social position, John Jacob Astor, has entered into the present campaign with genuine patriotic spirit and unbounded enthusiasm. He has devoted much time and money to the cause, and has cheerfully sacrificed the luxuries of his home life for the hardships and inconveniences of active military service. In addition to the personal work and responsibilities of an Assistant Adjutant-General with the land forces in Cuba, Colonel Astor has fully equipped and officered, at his own expense, a battery of mountain artillery which is now serving under General Merritt in the Philippines. This alone, of all the troops that have sailed from San Francisco, is the one detail made with especial consideration to the possible local or geographical requirements of the country. Colonel Astor has already become prominent as an efficient officer at the front. Acting under the orders of General Shafter, commanding the land forces at Santiago, and accompanied by a proper escort, he successfully negotiated with the officer commanding the Spanish military forces in that city for the exchange of Lieutenant Hobson, the naval hero of the *Merrimac*, and his gallant volunteer crew. He was also selected by General Shafter as the bearer to the War Department of the important documents pertaining to the capitulation of Santiago, leaving the front for Washington immediately after the surrender. Prior to his conspicuous activity in connection with the war Colonel Astor was chiefly known in connection with social life in New York. He is a member of nearly every prominent select club and association in the city and neighborhood. He maintains an expensive establishment, and is very popular among society people, also having the respect of the community at large.



JOHN JACOB ASTOR



BRIGADIER-GENERAL LEONARD WOOD

BRIGADIER-GENERAL LEONARD WOOD, promoted for gallantry before Santiago, when leading the First United States Volunteer Cavalry, popularly known as "Roosevelt's Rough Riders," is an army surgeon by profession, but has a thorough knowledge of military tactics. When the war with Spain became imminent, General Wood was acting as one of the medical advisers of President McKinley. He volunteered to put into practical shape Theodore Roosevelt's idea of forming a crack cavalry regiment of western men from the ranches, out-stations, and frontier towns. The plan met with the approval of the "cowboys" and other daring spirits, and there was a grand rush of adventurers from every section of the country. In due course the regiment was enlisted, equipped, and sent to Tampa. When the first Cuban expedition started, General Wood, then Acting-Colonel, and Theodore Roosevelt as Lieutenant-Colonel, embarked with several squadrons of the "Rough Riders." Their horses were left behind. What these brave fellows did on foot is now a matter of history. General Wood served for ten years under General Miles and other noted commanders in Indian campaigns. Like Colonel Roosevelt, General Wood has a reputation as a "dare-devil." He knows no fear, and permits no obstacles to stand in the way of a fight. It is a matter of poetic justice that these two men, who conceived and carried out a military idea so entirely picturesque and patriotic, should each have received promotion at the same time for like deeds of courage in the same campaign. After the capitulation of Santiago, General Wood was still further honored by being appointed to the important office of Military Governor of that city.

## DISTINGUISHED CIVILIAN SOLDIERS





**GETTING POSITION FOR A BROADSIDE.**—Our photograph, taken with the fleet before Santiago, shows the men at the wheel, swinging a big battleship into position preparatory to firing a broadside. While all American men-of-war carry the old-fashioned wooden wheel for steering often requiring four men to manipulate it, this is used only in emergencies, the steering being done by a small hand-wheel, which operates the steam or electric steering-gear. Even a big ship like the *New York* or the *Iowa* may be steered with ease by one man, although, particularly in battle, another man stands by him ready to take his place in case of his disablement. The steersmen of a man-of-war are the steersmen of the officer of the deck. Every order of the latter must be instantly obeyed, and obeyed intelligently, and it is quite a nautical accomplishment, too, even when under ship, to set course with the accuracy needed for good navigation. Day and night, rain or shine, at sea, the wheel is always kept manned with wide-awake seamen. To the left and right in our illustration is shown the engine-room signaling apparatus.



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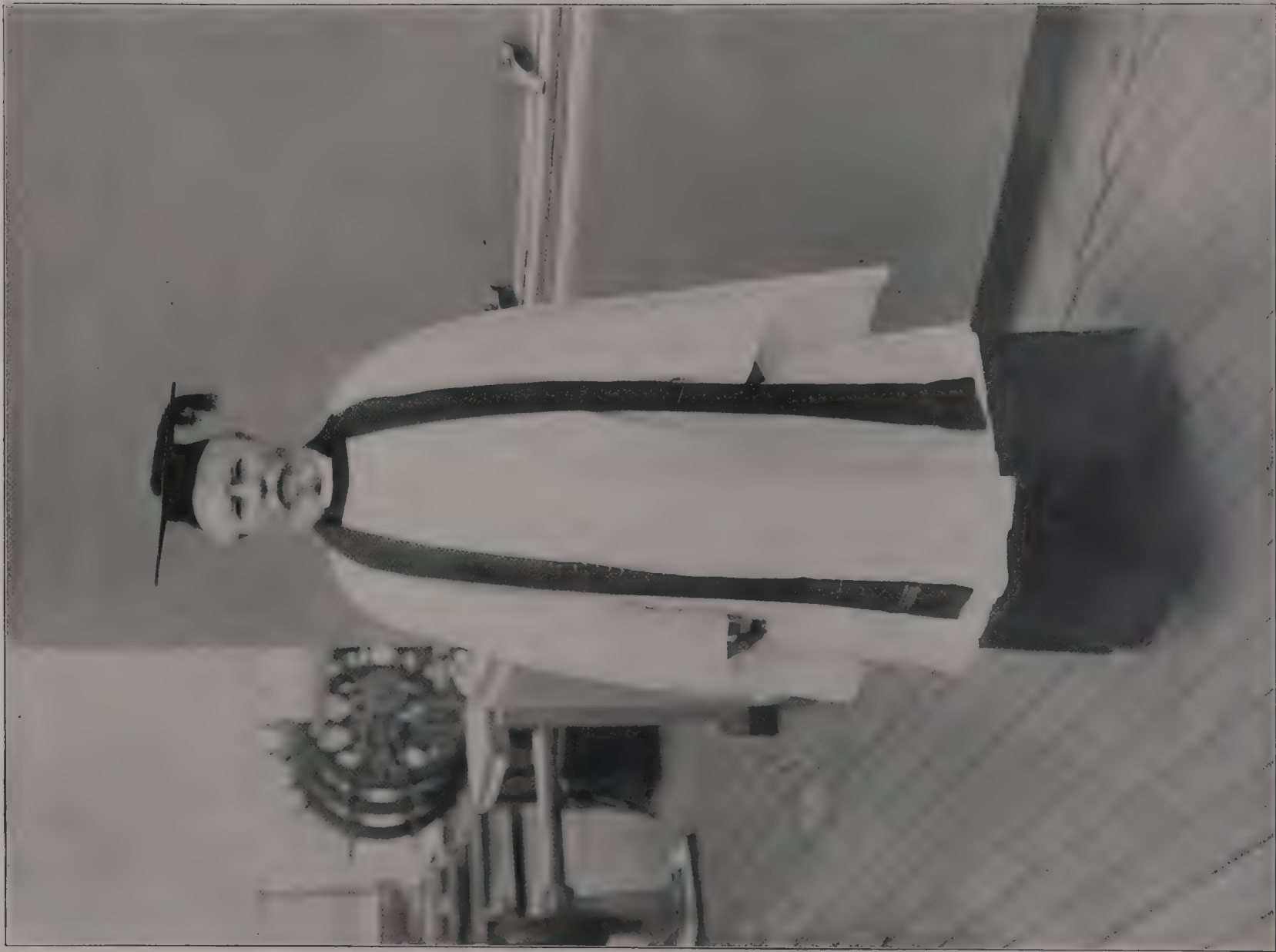
**SEA-FIGHTERS.**—(1) **THE CUSHING.**—The United States torpedo-boat *Cushing* has a displacement in tons of 195, and a speed of 23.5 knots. She carries three 1-pound rapid-fire guns and three 18-inch torpedoes. (2) **THE BROOKLYN.**—The armored cruiser *Brooklyn*, which flew the flag of Admiral Schley during the war, played a prominent part in the sea-fight off Santiago on July 3, 1898. Later, her gunners did excellent work in shelling the fortifications of the city. The *Brooklyn*, which lies very high out of the water, has a speed of 21.9 knots. She carries eight 8-inch guns and twelve 6-inch rapid-fire guns in her main battery, also twelve 6-pounders, four 1-pounders, four Colts and two field-guns in her secondary battery. The *Brooklyn* also carries four torpedo tubes. (3) **THE CRISTOBAL COLON.**—The first of the line of Spanish battleships to pass the wreck of the *Merrimac* in the attempt to escape from the harbor was the *Colon*. She was the first to discharge her side at the waiting American fleet, and proceeded to run such a gantlet as was never run before in history. An hour and one-half after she left the harbor the *Colon* was in the thick of the fighting, though riddled with shot. She was in action after all her consorts had been silenced. (4) **THE ALMIRANTE O'DONNELL.**—This formidable cruiser was one of Admiral Cervera's fleet destroyed on that memorable day. Besides being heavily armored, she carried forty-eight guns and eight torpedo tubes. Like the *Cristobal Colon*, her crew numbered about four hundred men.





A PHOTO BY MULLER, BROOKLYN.

**THE BROOKLYN'S NAVIGATOR.**—The armored cruiser *Brooklyn*, which took so prominent a part in the battle of Santiago, has a particularly competent navigator in Lieutenant Henry McCrea, U. S. N., who hails from Indiana, and has been in the navy since 1866. Lieutenant McCrea is a quiet, cool, imperturbable man, whose skill as an officer has been recognized by his assignment, in the past, as an instructor at the Naval Academy at Annapolis. His duties on board the *Brooklyn* are very important. He is third in command, and as navigator it devolves upon him, after the commanding officer has told him where the ship is bound, to put her on the right course, and see that she reaches her destination. He must take the sights, from which the vessel's position each day is determined, alter the course whenever necessary, work out the "dead reckoning" whenever the heavenly bodies are obscured, care for the chronometers, determine and make allowance for the errors of the compass—such as deviation, variation, etc.—and, in general, navigate the ship. He is responsible to the commanding officer for the proper performance of these duties, and in action has charge of what is known as the navigator's division, which includes the helmsmen, signalmen and men ready to make quick repairs to any parts of the ship not seriously injured.



**THE CHAPLAIN OF THE "BROOKLYN."**—This portrait is the only photograph that has ever been taken of the Rev. A. McAlister, chaplain to the cruiser *Brooklyn*. It shows him standing on the deck of the flagship. There is something that appeals strongly to the imagination in this picture of the surplined figure surrounded by the grim appliances of war. No one in the service is more popular than Mr. McAlister. Though his mission is one of peace, he was as eager as any of his companions for action in the cause of the poor sufferers in Cuba. A thorough lover of nature, he is never so happy as when at sea. His kindly face seems to have caught up, as sailors' faces sometimes do, something of the sea's own openness. Frank and generous by nature, his cheerfulness and imperturbable nature make him beloved not only by the sailors but by every officer on board. Mr. McAlister, who entered the service in 1873, was appointed to the *Brooklyn* in 1897.





**THE COLT AUTOMATIC GUN.**—The Colt gun performed remarkable service in the operations in southern Cuban waters. It is in the fullest sense of the word an automaton. Once it has started the gunner has only to hold his finger on the trigger and the gun will continue firing at a rate of 400 shots a minute until the cartridges are exhausted. The method by which the mechanism of this weapon is made to operate is quite simple. The same powder gases which give velocity to the projectile are utilized to discard the empty cartridge and bring a new one into position. In the barrel to the rear of the muzzle is a small vent which opens downward from the breech. After the bullet has passed this vent but before it has left the muzzle, that is to say, before the gases can escape, the latter expand through the vent, and their power, no longer needed to impel the projectile, is thus utilized to put in motion the delicate mechanism of the gun. A "Colt" can be perfectly handled by one man owing to its extreme lightness; the operation being, in fact, like the firing of a revolver. The entire gun weighs only forty pounds, and it is consequently largely used by naval landing parties and also by cavalry. For the latter purpose a folding tripod is substituted for the more solid stand, and this with the gun will reach only from the waist to the stirrup.



BY J. C. HEMMENT.

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**THE "ALMIRANTE OQUENDO."**--Admiral Sampson, in his report of the destruction of the Spanish squadron, commanded by Admiral Cervera, off Santiago de Cuba, on Sunday, July 3, 1898, says that the method of escape attempted by the Spaniards--all steering in the same direction and formation--removed all technical doubts or difficulties, and made plain the duty of every United States vessel to close in, immediately engage, and pursue. The first rush of the Spanish squadron carried it past a number of the blockading ships, but they suffered heavily in passing, and the *Infanta Maria* and the *Oquendo* were probably set on fire during the first fifteen minutes of the engagement. The enemy's vessels came out of the harbor between 9.30 and 10 o'clock. At 10.30 the *Oquendo* with large volumes of smoke rising from her lower decks, aft, gave up both fight and flight, and ran in on the beach at Juan Gonzales, seven miles from the port. Volumes of smoke were still issuing from her shattered sides when our photographer secured this remarkable picture, which tells better than any words could do how the *Oquendo* suffered in the fight, and gives a very clear idea of the nature of the coast line in the neighborhood of Santiago.





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**A CRACK SPANISH CRUISER.**—The *Vizcaya* pictured above, was believed to be one of the most effective fighting-machines in the Spanish navy. In her armament she even approached the dignity of a battleship, for she carried two guns of 11-inch calibre which could hurl a 500-pound solid steel conical-shaped projectile to a distance of twelve miles. She was also equipped with 5-inch rapid-fire rifles. When it is considered that the *New York*, *Brooklyn*, and *Minneapolis*, our best cruisers, carry nothing heavier than 8-inch rifles, it can be seen that the *Vizcaya* might have proved an extremely dangerous antagonist to either of these vessels. Spain had two other cruisers, the *Cristobal Colon* and the *Carlos V*, which are of the same class as the *Vizcaya*. The latter warship was well known to Americans, both by reason of her long stay in Cuban waters, and her recent visit to New York harbor. Her presence in an American port so soon after the destruction of the *Maine* created great excitement, and many fears were expressed for her safety. Our government took every precaution, however, to protect her so as to prevent a recurrence of such a catastrophe as happened in Havana harbor, no one then thinking how terribly the destruction of our battleship was soon to be avenged by Admiral Dewey in Manila Bay.



PHOTO BY J. C. HEMMENT.

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**THE "VIZCAYA."**—At about eleven o'clock, some time after the *Oquendo* and the *Maria Feresa* had run ashore, the *Vizcaya* struck her colors. At this time she was burning fiercely, her guns and reserve ammunition exploding at short intervals. Throughout the engagement the *Vizcaya* was under the fire of the leading American vessels. When our photographer reached her side the hull from bow to stern was scarred and blistered by the heat of the fire within and from the effect of exploding shells. A shell from a 13-inch gun had torn a gaping hole in her bows, so that when approached on one side the water could be seen through on the other. A well-directed shot from the *Texas* had brought down her masts with the heavy fighting-tops, and these had fallen across her decks, mingling with the indescribable debris of twisted and shattered iron work, amid which lay the charred remains of Spanish sailors. Everything inflammable on board was destroyed, the fire having even licked up the wooden planking from the decks down to the warped steel plates. The *Vizcaya* grounded on a shallow reef about one-quarter of a mile from shore. Five boats were put off from the *Iowa* to rescue her crew. Captain Eulate, the commanding officer, with 23 officers and about 248 petty officers and men, were received on board the *Iowa* by Captain Evans.





ADMIRAL SAMPSON

No man during the war was more prominently before the eyes of the world than Admiral W. T. Sampson, U. S. N., who was in supreme command of all the naval forces of the United States in the North Atlantic, including the squadrons of Commodores Schley and Watson, as well as that under his own immediate orders. His was an interesting figure. Just before the outbreak of the war, he was merely a captain, commanding the battleship *Iowa*, but when Admiral Sicard was relieved on account of ill-health, Sampson, owing to his recognized abilities, was appointed to succeed him, with the rank of Acting Rear Admiral, a rank which passed him over the heads of ten officers previously his seniors, all commodores. Sampson is a cool, painstaking, highly intelligent officer, a fine strategist and one who leaves no point unguarded. While Commodore Schley actually performed the work of destroying Admiral Cervera's squadron, it was owing to the skillful disposition by Sampson of the ships on the blockade off Santiago that he was enabled to do so. Sampson had long before prepared for just such an emergency, and when it arose Schley was on hand to meet it. His previous career, though brilliant, had been comparatively uneventful.

Pascuale de Cervera y Torpete, Count of Jerez and Marquis of Santa Ana, is the full name and title of the man upon whom Spain placed her greatest reliance as a naval officer. He was born in Jerez in 1833. His father was a wealthy wine merchant, and his mother was a sister of the once eminent Admiral Torpete. His uncle's influence gave him a naval education. He distinguished himself in his first campaign in Morocco in 1859. In 1862 he went as a lieutenant to Cochin China. Six years later, as captain, he commanded a vessel for two years on the coast of Peru. By this time the Ten Years' War (1870-80) had broken out in Cuba. Captain Cervera was sent to patrol duty in its waters, whence he was presently recalled in order to become Secretary of the Navy in the Spanish government.

An aristocrat of almost royal blood, his promotion to Admiral rapidly followed, and he left the secretaryship only to take command of Spain's formidable battleship, the *Pelayo*, which had been built under his direction. Meanwhile he had executed several naval commissions abroad, and was known at all the courts of the world. His essay, as Fleet Commander, at relieving Cuba, his "bottling up" in Santiago harbor, his gallant but futile dash out on July 3, 1898, and his capture by our fleet are probably the closing incidents of his naval career.



PASCUALE DE CERVERA Y TORPETE



ADMIRAL SCHLEY

Admiral Schley has an enviable reputation for calm, cool-headed judgment, and for possession of the very desirable faculty of taking prompt, intrepid action at the right moment. As Commander-in-Chief of the United States Flying Squadron he played a prominent part throughout the war. In Admiral Sampson's temporary absence it fell to him to lead the attack against Admiral Cervera's squadron, when it emerged from Santiago harbor. The people of Maryland, his native State, are proud of their leading naval representative, as they have every right to be. His active naval career began in 1858, when in his nineteenth year. His first tour of service was in Asiatic waters. During the Civil War he made a daring capture of the first prize-ship taken. The next event of importance in which he took part was the blockade of Mobile Bay. Later, in a dangerous reconnaissance before the attack on Port Hudson, his vessel, the *Winona*, received 98 shots in her hull and lost from fifteen to twenty men, but evaded capture. Commodore Schley, during after years and prior to the outbreak of the late war, did much excellent service, including the suppression of insurrections in Honduras, active work as leader of an assaulting column in the attack upon Korean fortifications in 1871, and as successful leader of the Greely rescuing expedition in 1884.

## A FIGHTING TRIO



COMMODORE JOHN W. PHILIP

Commodore John W. Philip, who succeeded Admiral Schley as second in command of the North Atlantic Squadron, and now a veteran of two wars, is a New Yorker. He was born fifty-eight years ago, and went to Annapolis in 1856. His first commission is dated New Year's Day, 1861, and his first service was given on the frigate *Constitution* and the *Santee*. Within six months he was promoted to Acting Master and made executive officer of the sloop-of-war *Marion*, of the Gulf Blockading Squadron. During the Civil War, Commodore Philip also served as executive officer of the *Chippewa*, *Pawnee*, and *Montauk*, covering a period of over two years with the South Atlantic Blockading Squadron. When on the *Pawnee*, he was wounded in the leg during an attack on the enemy's batteries in the Stone River. The *Montauk*, too, saw service at the siege of Charleston during his term on board. Commodore Philip, who has on many occasions demonstrated his efficiency as a naval officer and his bravery as a fighter, has held a number of intermediate appointments and had charge of vessels other than those mentioned above. In connection with the war, now happily at an end, Commodore Philip will be remembered in history as the commander who ordered his men to desist from cheering when he saw one of the Spanish vessels being destroyed with its crew yet on board, and also as the man who requested the officers and crew of his vessel to thank Almighty God for victory.

The commander of the United States battleship *Iowa*, "Fighting Bob" Evans, has the peculiar distinction of being popular in spite of himself. Like nearly all naval heroes, he hates notoriety and wonders why people will insist on reciting his deeds of pluck and daring, when, in his own estimation, he has merely done his duty. He objects vigorously to the sobriquet of "Fighting Bob" and only recently had his objections, framed in emphatic marine language, forwarded to an editor who ventured to make conspicuous use of the, to him, hated phrase. Why he should dislike to be so called is difficult to imagine, because he is a fighter and is captain of one of the most formidable fighting vessels in the world. The *Iowa* has been well termed the "King of the Seas." It is classed with the British *Magnificent*, and at one discharge of its guns can throw 6,724 pounds of metal. Captain Evans left Annapolis as ensign in 1863. After doing duty on West Indian stations for a year or more, he joined the North Atlantic Blockading Squadron. He led a land attack on Fort Fisher in January, 1865, and was twice wounded. For his courage he received a medal of honor. He had charge of two guns during a sea attack on Fort Sumter during the same year, and was hit by a fragment of shell which broke his kneecap. In spite of his wound, he remained on deck to direct the firing. Captain Evans came through the late war with flying colors.



CAPTAIN CHARLES D. SIGSBBE

Captain Charles D. Sigsbee, who was in command of the *Maine* at the time of her destruction in Havana Harbor, was appointed captain of the naval scout *St. Paul* during the war. He was afterwards made commander of the battleship *Texas*.

Like so many other naval and military leaders brought into public prominence during the conflict with Spain, he is a New Yorker. He was appointed to the Annapolis Academy September 27, 1859, and made ensign in 1863. His first tour of service was on the *Monongahela*. In 1864 came his transfer to the *Brooklyn*. During that year, in Mobile Bay, Captain Sigsbee received his baptism of fire. When serving with the North Blockading Squadron, he took part in both attacks and the final assault. The career of this gallant officer since the close of the Civil War has been varied and conspicuously valuable to his country on sea and land. His sea service includes periods with the *Wyoming*, *Ashuelot*, *Severn*, *Kearsarge*, and *Maine*, of the navy, and several practice and training vessels. He has also done exceptionally good coast survey and hydrographic work, and is the inventor of a valuable deep-sea sounding apparatus. Outside of naval work, Captain Sigsbee has special talent as an artist and in many other ways. His courageous demeanor at that awful moment when his ship was blown literally to pieces won for him the admiration of the whole world.



CAPTAIN ROBLEY D. EVANS

## THREE FAMOUS COMMANDERS



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**THE "INFANTA MARIA TERESA."** - The *Infanta Maria Teresa* was the vessel which carried Admiral Cervera during his despairing dash out of Santiago harbor on the eventful July 3, 1898, and she was the third to be run ashore, disabled by the deadly fire of the American fleet, the *Oquendo* the *Vizcaya* and the "destroyers" being the first to go, and the *Cristobal Colon* the last. Nevertheless, the *Maria Teresa* was really the least damaged of the lot, and when she was beached she rested easily in an upright position, in shallow water, and the task of the wreckers to save her for the United States navy was a comparatively easy one. She will prove a valuable addition to our fleet. She has a 12-inch water-line belt, and 10½ inches of steel protecting the heavy guns, and is armed with two 11-inch guns, ten 5½-inch quick-fire guns, and fourteen six-pounders and one-pounders. At the end of the 12-inch water-line belt an armored tube rises to connect with a barbette of 10½-inch steel. In each barbette is an 11-inch armor-piercing gun. Between these guns is the 5½-inch quick-fire gun battery.



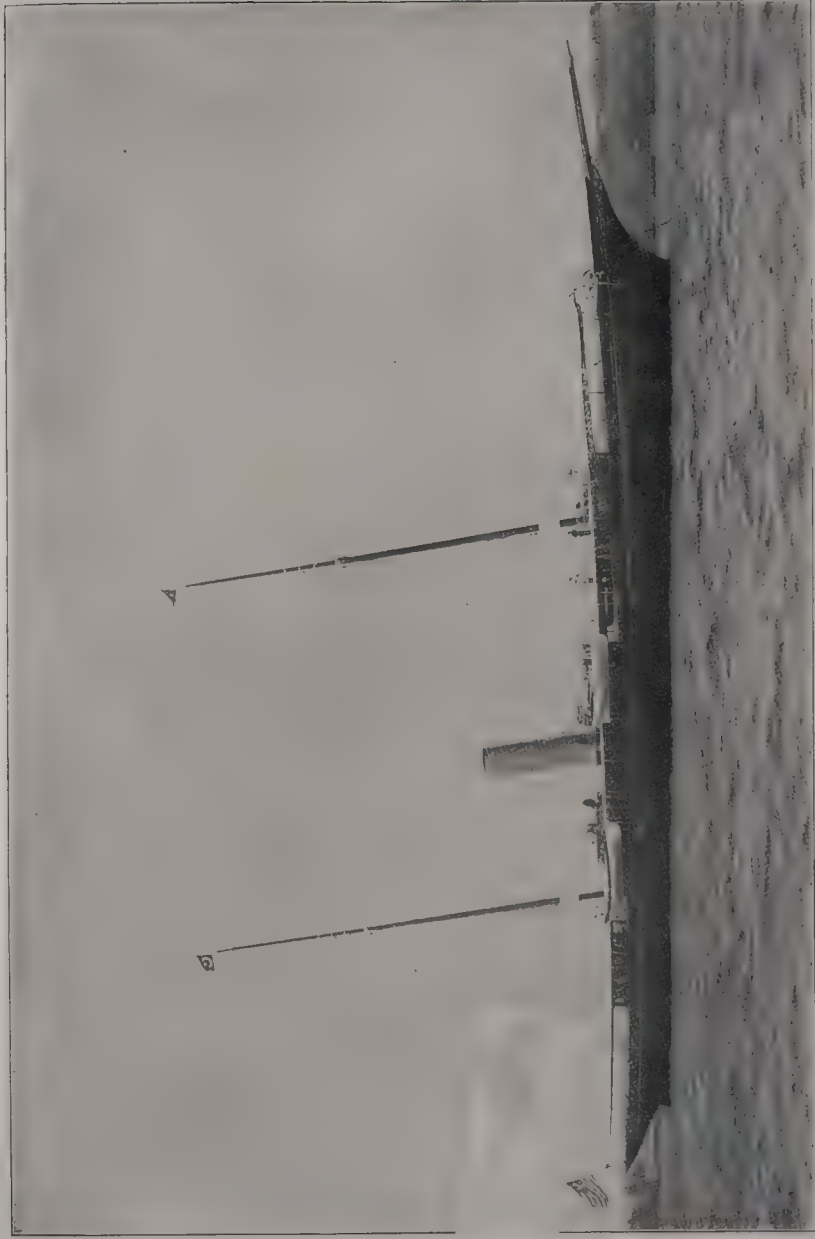


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**OUR FLEETEST BATTLESHIP.**—The U. S. S. *Texas* is a battleship of the second class, being inferior to the *Indiana*, *Iowa*, and other leviathans of 10,000 tons and over, her displacement being less than 7000 tons. The *Texas* was the first new armor-clad ordered in the rehabilitation of the navy. At that time, ten years ago, the resources of the United States in modern naval architecture were very limited, so the Secretary of the Navy, William C. Whitney, purchased her plans from an English shipbuilding firm. She was built by the government at the Norfolk Navy Yard, but not without vicissitudes. Early in the period of her construction defects in her plans were discovered and gave rise to much adverse criticism, but these have all been remedied and the *Texas* is now a very formidable ship. She carries two big 12-inch breech-loading rifles, one forward and one aft, in thickly-armored barbettes, and six 6-inch rifles, besides a number of small rapid-fire guns. She has a belt of armor along her water-line and also a strong protective deck. Her speed is greater than that of any of the larger American battleships, and her commander during the war, Captain "Jack" Philip, one of the best officers in the service. The *Texas* took part in the bombardment of Caimanera, on June 15th, and played a prominent part in the destruction of Admiral Cervera's squadron on July 3, 1898.



**GUN AND GUNNER.**—Here is a typical American bluejacket standing at the breech of a typical American gun. He is a petty officer—the captain of the gun—as shown by the insignia on his right sleeve. The 6-inch gun is of a favorite calibre, both in this country and abroad, the projectile it throws, shown in the picture, weighing 100 pounds. Solid shot are very seldom used nowadays, practically all shot being shell or shrapnel. The former are of two kinds, the armor-piercing and the common shell. Armor-piercing shell generally have no fuses, being exploded by the great heat generated by the friction caused by piercing armor, but delayed-action fuses are often used in them. This enables the shell to effect penetration before bursting. Common shell have percussion fuses which explode them almost instantaneously upon impact. Thus armor-piercing shell may pass entirely through an unarmored vessel without exploding, while on the other hand, common shell striking armor will explode on the outside without doing appreciable injury. Shrapnel is similar to common shell, except that in addition to its bursting charge it contains a number of small balls which are scattered about upon explosion. Shrapnel is used against exposed bodies of men, and was widely utilized by both sides during the war. Grape and canister are out of date, as small rapid-fire and machine guns perform their work more satisfactorily.



**AN AVENGER OF THE "MAINE."**—The record recently made by the diminutive war-vessel *Gloucester* in the presence of the North Atlantic Squadron and a Spanish fleet at Santiago is unique in the history of naval contests. Merely a converted, unarmored yacht, lately the property of J. Pierpont Morgan, it rivalled, in fact outdid, the biggest of the battleships in audacity and brilliancy of execution during a hot engagement. In the hands of an ordinary commander, the *Gloucester* known in its yachting days as the *Corsair* and in those times a rendezvous for those who enjoy revelry and good living, might have made no mark; but when in charge of Lieutenant-Commander Wainwright, the whole atmosphere in which the vessel moved became impregnated with fighting fluids. Wainwright, when second in command of the *Maine* on the night of her destruction, vowed vengeance on the people whom he deemed the murderers of her crew. With the exit of Admiral Cervera's fleet from Santiago harbor came his opportunity. Like a demon the *Gloucester* pursued, persistently hammered, and finally destroyed two torpedo-boat destroyers, each one superior in force to the *Gloucester*, thus helping to gain a great victory. Henceforth the *Gloucester* and her commander will live in the history of famous deeds. Our second photograph shows transport vessel Number 14 leaving Tampa with reinforcements for Cuba.





PHOTO BY MULLEN, BROOKLYN.

**SAILORS AS SOLDIERS.**—The man-of-war's man of to-day is an all-around fighting man, and as much of a soldier as a sailor. He has his infantry drill as well as that at the great guns of his ship, and when opportunity offers he is put on shore and made to do regular soldiering. Strange to say, the modern man-of-war's man rather relishes this—the old "salt" of former days loathed it, and to call him "a soldier" was to insult him bitterly. During the war there were many cases where our blue jackets were landed, equipped as infantry, and they performed their military work not only bravely and zealously, but skillfully. The equipment of the American sailor for service on shore is very effective, comprising Lee magazine rifle of latest pattern; cartridge belt, containing 200 rounds of ammunition; dagger-bayonet, leggings and rubber "poncho." Each ship has from one to five infantry companies made up out of her crew, with the proper officers, and these may be landed at short notice, fully equipped, and still leave enough men on board to manœuvre the ship and fight her guns. The little *Gloucester*, which made such a name for herself at Santiago, had a company of forty men, which would compare well with one of the regular army.



**DIVERS OF THE UNITED STATES NAVY.**—Until a recent date the subject of diving did not receive in our navy the attention it evidently merits. The wreck of the *Maine* in Havana harbor, however, and later the destruction of the Spanish fleet at Santiago, have brought the matter so prominently to the front that an efficient diving-corps and complete apparatus of the most approved pattern will, in future, be considered essential to the proper equipment of every naval squadron. The men shown here are among the most expert divers in the service. They are furnished with some facilities, but neither in strength of force nor in sufficiency of apparatus are they prepared to grapple effectually with any grave emergency. In every naval service of importance in European countries, divers are trained for the work. In the English service, they are taught on the gunnery ships. French divers are taught on the receiving ships in each naval port. There is a regular corps of torpedo men in the Italian service. The German naval authorities have diving-schools at Kiel and Wilhelm Haven. The safety and efficiency of cruisers is always benefited by the presence of a few divers. In a hundred ways their services are not only useful, but of vital importance.





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**OLD SANTIAGO.**—Here we see a street in the ancient Spanish city which was for several weeks a most important war centre. It was defended until it became evident there was no chance of successfully holding out, and finally on July 17, 1898, was formally surrendered to General Shafter. The Stars and Stripes were hoisted over the palace, the Spanish troops having previously marched out and given up their arms. A military governor was at once appointed, but many former Spanish officials were retained in office and business at once began to revive. The impartial treatment of both Spanish and Cuban residents was carefully insisted upon, and every energy was bent toward improving the sanitary condition of the city. No sooner was the surrender announced than several American syndicates sent their representatives there to look over the field with a view to the establishment of business enterprises. The Spanish merchants, however, were given every assurance of equal rights and fair treatment, the same as they would enjoy in America, and under these salutary conditions the city at once gave signs of entering on a new era of prosperity.

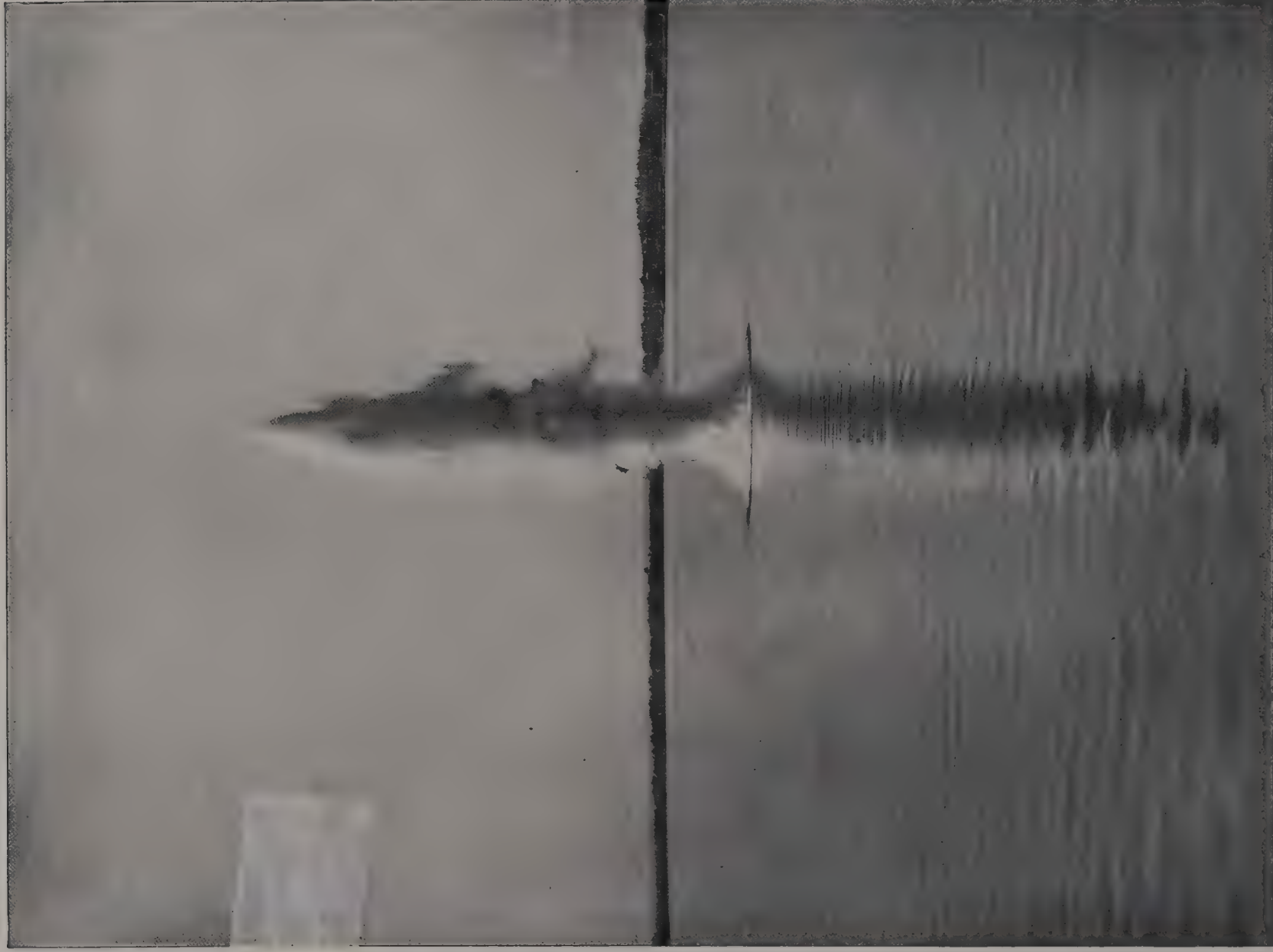




**BUILDING A PONTOON BRIDGE.**—Notwithstanding the lessons of countless military campaigns, our army went to Cuba ill equipped in the matter of pontoon trains. From this fact resulted the failure of the attempt to occupy Aguadores early in the course of the war. They are a necessity for manœuvring in a country intersected by rivers. Our photograph shows an engineer corps at Willets Point at pontoon-building practice. Briefly, the pontoon bridge is a causeway supported on buoyant vessels. Open pontoons, which resemble large punts, are now almost obsolete; modern science having substituted closed cylindrical vessels of copper which are far lighter, can in emergency be rolled along, and can only be submerged if perforated. They are guarded even against this contingency by water-tight compartments. The engineers have charge of the pontoons in almost every army; although in the Austrian army there is a distinct and highly-trained corps, called *Pontonieren*. One of Lieutenant Hobson's commissions when he returned to Washington after his release from Morro Castle, was the purchase of pontoons to be used in raising the *Cristobal Colon* and other Spanish warships.



**THE FIELD GUN.**—More was heard of the field gun than of any other weapon of attack during the advance on Santiago. We publish here a remarkable instantaneous photograph of a field gun firing, which a salute is being fired. These weapons differ in many ways from those intended for service in the navy. In the first place they have to travel over ground of the roughest nature, and added to this there is to be considered the impossibility of carrying out elaborate repairs in the field. They are therefore made short and light and easily repairable. With the field guns, which are rigidly mounted, the whole carriage recoils after an explosion. To check this tendency the wheels are provided with some kind of brake. Sometimes a rope is lashed to the wheels or, preferably, a kind of shoe is employed similar to the brake used on a stage coach. For transportation the gun carriage is converted from a two-wheeler to a four-wheeler by attaching to it a limber which carries the ammunition and is provided with shafts for horses or mules.



**A TORPEDO EXPLOSION.**—Submarine mines, exploded either by electricity or by contact, are a valuable adjunct to coast defence, provided they are of proper design and properly operated. Those with which the harbors of the United States were provided during the acute stage of the war were very satisfactory, for, although never called upon for use against an enemy, they were shown upon trial to work without a hitch. The explosion shown in the illustration is from one of our mines purposely set off, and indicates the tremendous power for destruction contained in the bursting charge of gun-cotton. From the experience of the war, it would appear that the one which destroyed the *Maine* was the only Spanish mine which could do its work, the others—and there were scores of them in nearly every Cuban port—invariably failing to explode, although our ships frequently steamed among them, and the *Texas* and *Marblehead* actually struck them in Guantánamo Bay. Many of them were dragged for and picked up in that place by the *Marblehead* and *Dolphin*.





• **THE HOSPITAL SHIP "SOLACE."**—The *Solace* was one of the several vessels fitted out by the Government especially for the convenience and comfort of the sick and wounded of both services during the war with Spain. One of the first to be commissioned for the navy was the ambulance ship *Creole* sent from Newport News to join Admiral Sampson's fleet with an experienced medical staff, trained nurses and a full equipment of medical instruments and comforts. Vessels set apart for this purpose remain with the fleet to which they are attached, continuing with it wherever it may go, and are intended to be close at hand, if possible, when action takes place. Hospital tents are carried on board for use in emergent cases. When the *Solace* was nearly ready for dispatch, difficulty was experienced in securing a commander. All naval officers, like their men, were in fighting mood, and disliked the idea of being classed as "non-combatants." Hospital ships are now in use by the army as well as the navy. Those for military patients were used to convey sick and wounded from the seat of war to the United States hospitals at Tampa and other points.



PHOTO BY MULLER, BROOKLYN.

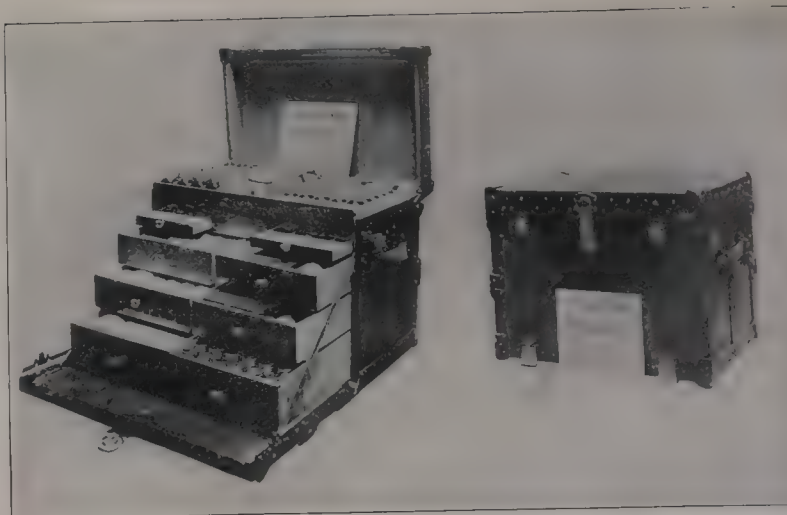
**AN OPERATING ROOM AT SEA.**—Our photograph, taken by flash light, shows the operating room on the hospital ship *Solace*. The report of the manner in which our wounded sailors were carried home from Cuba is the only lamentable chapter in the history of the war with Spain. Ship after ship returned brutally overcrowded, without having on board as many surgeons or as many nurses as were required, lacking the needful supply of luxuries, not having even a sufficiency of the bare necessities, including fresh water. Though bound southwards well enough equipped. The cabin set apart as an operating room was supplied with every modern convenience. There were sterilizing machines for the instruments, bandages, linen clothes and rubber shoes for the surgeons, X-ray plants, modern operating tables and immense chests of medical stores.



PHOTO BY MULLER, BROOKLYN

**INTERIOR OF A HOSPITAL SHIP.**—This photograph gives an excellent idea of the interior of a steamer converted into a temporary hospital. During the late war the hospital ships were devoted almost entirely to the transportation of wounded soldiers. Our naval engagements were fought almost without loss of life. In the midst of a battle at sea there is little time to attend to the wounded. It is only during momentary lulls in the conflict that the transportation begins of wounded men from the spar and gun decks to the cock-pit. All that is possible on the spot is done to relieve their sufferings, and at the first opportunity they are lowered over the ship's side into a boat and carried to the nearest hospital ship. Several kinds of naval ambulance cots have been invented for this purpose. The most advantageous is one which makes it possible for a wounded man to be lowered end-on, from a fighting top, through a hatch-way or over a ship's side. To attain this end a strap is passed round the wounded man's breast to prevent the possibility of his slipping, while other straps round the thighs support the weight of his body.





**WOUNDED!**—Our first photograph shows the sick-bay on Admiral Sampson's flagship, the *New York*. The sick-bay of a man-of-war is the ship's hospital, but the space on board a man-of-war is so limited, and the demands upon it so great, that the sick-bay is hardly more than sufficient to accommodate those of the crew taken ill in ordinary ways. In time of action, when many are expected to be wounded, the ward-room and junior officers' quarters are temporarily fitted up with operating-tables, etc., for those who fall in the fight. When officers are ill or wounded, they are placed right in their own staterooms. Our photographs show also the medical chest now in use in the service, and the most recent form of ambulance litters. The hand litter, model of 1895, weighs sixteen and one-half pounds. It folds compactly, and may be carried on the shoulder almost as easily as a rifle. Two of these can be placed side by side in the regulation ambulance. A recent invention by Mr. Frederic Remington, the artist, is the best of several suggested adaptations of the wheel to the litter. It is designed for two bearers, but in case of emergency can be handled by one man alone. The weight is so small that, if need be, litter and patient can be lifted over ditches or other obstacles



**CLARA BARTON, THE SOLDIERS' GUARDIAN ANGEL.**—Miss Clara Barton, who is shown here seated in the porch of a Cuban villa, in company with her colleague, Dr. Cottrell, is a woman whose name is honored so far as civilization spreads. During the war of 1870 she was an earnest participator in the work of the relief associations in the field. Becoming acquainted with the history of the Convention of Geneva, she became filled with the grandeur of the idea, devoting herself to the task of persuading the government of the United States to adopt its tenor. Although she made several efforts it was some years before her persistence was rewarded with success. Since the inauguration of the American Red Cross Society in 1881, Miss Clara Barton has been its President. Early this year she returned from Cuba—the Society temporarily abandoning its work in the island as the outcome of a dispute between Miss Barton and the government authorities. Miss Barton is now seventy years old. The latter part of her life has been entirely devoted to the work which is nearest her heart. In times of war and calamity she has ever held positions of trust and responsibility in the administration of public aid. Her deep interest in Cuban affairs recently led Miss Barton to visit Armenia, where a somewhat similar situation was presented by the revolt of the Christians against Turkish rule.





**A DAILY SWIM.**—Soldiers have to be content with very rude toilet facilities. Pitchers and basins are used only by the officers, and seldom by them, for baggage in an army in the field must be kept down to the minimum. It is a lucky body of men who find a running stream close to their encampment, and the morning wash is often a luxury during a campaign. The need of cleanliness, though, is recognized, not only from the standpoint of comfort, but on sanitary principles; and officers, particularly those of the medical corps, always strive to furnish their men with opportunities for bathing. The most frequent means of washing consist of camp buckets, etc., filled with water, these serving the purposes of basins and tubs. Whenever the troops halt by a river or stream, all that can be spared are permitted to take a swim, and are sometimes ordered to do so. On the march it is particularly desirable to bathe the feet often, thus lessening the liability to footsoreness.





**THE RETURN OF THE WOUNDED.** Our photograph shows the first detachment of wounded soldiers being transferred from the transport *Seneca* to their temporary quarters on Governor's Island, New York. When General Shafter's detailed report of the American casualties in the battle of Santiago was received, it showed that the total number of killed, wounded, and missing was 1,507. Anticipating, at the time of the departure of the *Seneca*, a renewal of hostilities, General Shafter retained the hospital ship *Relief* in Cuban waters, and directed that such patients on the *Seneca* at that time as were slightly wounded or sick, and who could, in the opinion of the surgeons, bear the sea voyage in an ordinary ship, should be transferred to the *Seneca* and sent home. Some one, with whom the fault lies it is hard to say—but some one blundered. The vessel started homeward overcrowded; the doctors were short-handed; they had neither sufficient supplies of surgical and medical appliances, nor even a reasonable quantity of ice and other delicacies needed for the patients. The suffering on board appears to have been dreadful, and the circumstances are the more deplorable since it was not in any great emergency that the *Seneca* was employed for work for which she was entirely unfitted. Scenes of the wildest enthusiasm welcomed the wounded home.



**THE HOSPITAL CAMP.**—It was at Camp Alger that the above photograph was taken of the Divisional Hospital Camp. Besides the main ward there are tents set aside as an operating-room, a dispensing-room, and a ward for colored patients. Light portable cots are used for the sick, and these ranged down the sides of the big tent give to it quite the atmosphere of a regular hospital. The smell of antiseptics is in the air; stewards and nurses pass back and forth among the patients taking temperatures, administering doses, feeding those who are too weak to look after their own needs. A tent apart by itself is reserved for the treatment of infectious cases, and around the hospital are the small shelter tents of the attendants. The surgeons live like officers of the line; the assistants sleep two in a tent. The regular army fare is given out to them as it is to the patients. This, however, is usually too plain a diet for the invalids, and for this reason the surgeon in charge is permitted to sell what he can, and to devote the proceeds to the purchase of fruit and other delicacies. The money which is derived from this source is known as the hospital fund.





**PUTTING AMBULANCE WAGON TOGETHER.**—An efficient ambulance service is of vital moment in time of actual war, and also in the comparatively peace time, at camp or cantonment. One ambulance, with a driver, a surgeon, and a nurse, can attend to and carry away from the ranks more men in an hour than a whole body of stretchers could do. It must always be borne in mind that if a man is seriously wounded it takes two able-bodied men to carry him away, three men being thus called from the firing line. Hence, at all times of action, it is customary to let the poor unfortunate bleed alone, unless there is an ambulance wagon to hasten to him and bear him away swiftly and comfortably to a place of safety. Ambulance wagons are painted with the Geneva cross, which makes them exempt from attack, but the danger from stray bullets is always great. While never deliberately fired at, it is necessary to go right into the zone of fire where bullets and shells are whizzing right and left. The surgeon's lot in battle is not a sinecure by any means.



**HOW THE WOUNDED ARE CARED FOR.**—The work of the American Association of the Red Cross figured largely in the Cuban campaign. Prior to the commencement of hostilities the society had already accomplished much good work, notably among the starving reconcentrados. On the landing of the American forces upon Cuban soil its work was partially diverted into a fresh channel—the care of the wounded. The ambulance wagon now in use in our army carries two patients lying down, or eight sitting up, four upon each side. When required for recumbent patients, the removable seats are made to hang against the walls of the wagon, leaving a floor space which is exactly occupied by two litters. The wounded are therefore placed in the ambulance on the litters upon which they are carried from the field. The principal fault of the ambulance wagons now in use is that they are swung too high, and consequently the jolting as they pass over rough ground is unnecessarily severe. They are also too heavy for general use on the battlefield. To increase the capacity of the wagons, some have been constructed to hold two tiers of litters, thus accommodating four patients stretched at full length. A wagon of this sort long has been employed by the Austrian Red Cross Society, and has also been tried successfully in France.



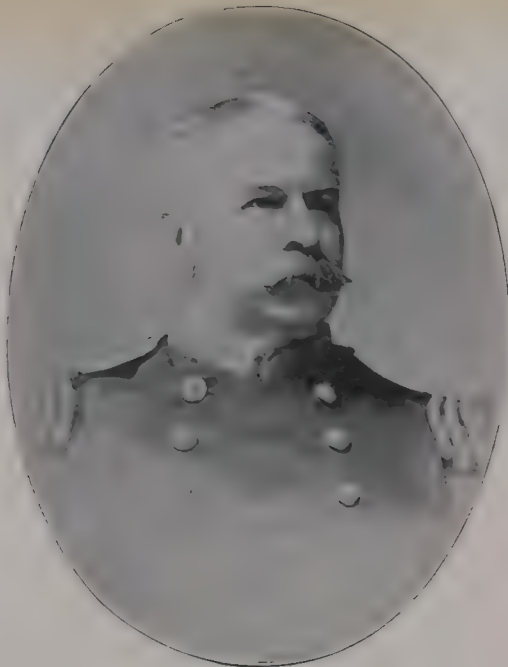


**SPANISH PRISONERS.**—Our photographs show Spanish prisoners on board the hospital ship *Relief* arriving at Norfolk, Va., from Santiago. The first thought of Admiral Sampson, when the destruction of Cervera's fleet had become an accomplished fact, was the rescue of the Spanish officers and sailors who were going down with their sinking ships or swimming as best they might ashore. After being conveyed on board the American ships they were treated with the greatest consideration, every courtesy being extended to the officers. The surgeons devoted themselves to the wounded as sedulously as if the men had fought under the American flag and not against it. The Spanish proved themselves good patients. Uncomplainingly they bore the hardships of the voyage northwards, during which the pain from their wounds must have been immeasurably aggravated by the ignominy of their position and the recollection of their lost cause. Among our photographs will be found one taken at the funeral of the first Spanish sailor to be buried on American soil. The poor fellow, who died during the voyage, was buried at the Naval Cemetery, Norfolk.



**CAMARA'S SUEZ TRIP.**—The defeat of Montojo at Manila, and the destruction of his fleet by Dewey on that eventful first of May, was a blow to make Spain stagger. But the shock was somewhat softened by the after report, vigorously circulated at home, that Manila itself was not taken, and, if taken, could not be held by the American forces then available. Possibly with the hope of retrieving their fortunes in the Philippines, but probably to allay the impatience of the people at the inactivity of Admiral Camara, stationed at Cadiz, his squadron was suddenly ordered to sea, and after having been spoken at one or two Mediterranean points, suddenly appeared on July 16 off Port Said on the northern entrance to the Suez Canal. It was doubted in America whether he would be able to pass through, but when, after much delay, he finally paid his tolls, coaled his ships, and started for Suez, a flying squadron under Commodore Watson was at once assembled to make a counter-demonstration in Spanish waters. The movement was entirely successful, for Camara no sooner reached Suez than he was ordered back home. This little round trip cost the already impoverished Spanish Government several hundred thousand dollars, and served to crystallize the American plan to hunt in Spanish waters on general principles. It was widely thought, and with much apparent reason, that this course would hasten peace by giving Spanish stay-at-homes a definite idea of American sea-power.





ADMIRAL McNAIR

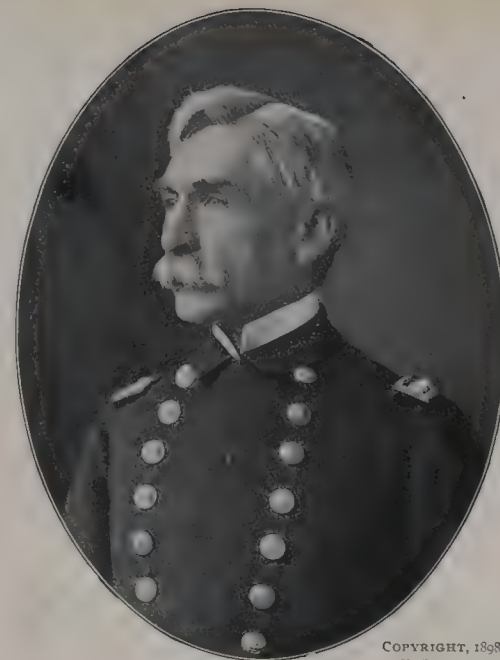
Rear-Admiral Frederick V. McNair, U. S. N., now in charge at Annapolis, and who had the captured Spanish officers of Admiral Cervera's fleet—including the gallant old Admiral himself—as guests of the Government under certain restrictions, is a veteran of the late Civil War. He is sixty years of age, and a Pennsylvanian. To move along the progressive stages of naval rank from midshipman to his present position has taken him nearly forty years. Admiral McNair served with distinction under Farragut during the Civil War and afterwards. His record as a fighter includes active participation at the capture of New Orleans, the passage of the Vicksburg batteries—going and returning—the destruction of the Confederate ram *Albatross*, and the attacks on Fort Fisher.

At the beginning of the war with Spain, Admiral McNair was widely discussed as a probable flying-squadron commander, the position afterward assigned to Commodore Schley. His routine record includes command, successively, of the *Yantic*, the *Kearsarge*, and the *Omaha*. He was Admiral Dewey's predecessor in command of the Asiatic Squadron. It would be interesting to know what course of events would have transpired had he remained in charge of the squadron at Hong-Kong. Admiral McNair is a man peculiarly fitted for the position he held as official host of Admiral Cervera and his officers. He is an officer of great tact, of charming manners, and no other man could have done more, by the exercise of courtesy and thoughtful expediences, to alleviate the unpleasant circumstances which must necessarily be attached to the humiliation of captivity.

Surgeon-General George M. Sternberg, in charge of all matters pertaining to surgery and medicine, and the care of sick and wounded in the army of the United States, regular and volunteer, is a tireless, effective worker, and has done valiant professional service for his country with scarcely an intermission for more than thirty-seven years. General Sternberg is now in his sixtieth year. He was appointed Assistant Surgeon, U. S. Army, from New York, in May, 1861. During the Civil War, his work in the field included incessant medical and surgical attendance and service during the operations of General Sykes' regular division, Army of the Potomac, and the operations of troops in the Department of the Gulf. He was present at the first Bull Run, Gaines' Mill, and Malvern Hill battles, receiving the brevets of Captain and Major for meritorious service. General Sternberg was in the field again during the campaign of 1868-69 against the Cheyenne and Arapahoe Indians. From 1873 to 1875 he served through a yellow fever epidemic in Florida. In 1878 he took the field for the third time, during the trouble with the Nez Perces Indians, and was present at the battle of the Clearwater, Idaho. The responsibilities of Dr. Sternberg—who now ranks as Brigadier-General in the regular army—in connection with the war with Spain were manifold; but he proved himself equal to this great emergency and acquitted himself well.



SURGEON-GENERAL STERNBERG



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COMMODORE JOHN C. WATSON

Commodore John C. Watson, chosen to command the fleet to operate against the home defences of Spain, learned the art of war in the school of the Rebellion. Born in Kentucky in 1842, and grandson, on his mother's side, of the famous statesman, J. J. Crittenden, he remained with the Union upon his graduation from the Naval Academy and did good service. His opportunity for distinction came when, in 1862, he was attached to Farragut's flagship *Hartford*, and went with it through the terrific assault upon New Orleans, and afterward in the marine work before Vicksburg. It was at Mobile, however, where he was flag-lieutenant that he especially made his mark. It was Lieutenant Watson who personally lashed Farragut to the rigging while the *Hartford* ran the batteries. One exploit of that time, which the Admiral especially commended, was the blowing-up by Watson and two or three men of a blockade runner at her anchorage.

Since the Civil War he has seen much sea service in foreign waters, receiving slow promotion until he became Commodore in 1897. He was then Governor of the Naval Home in Philadelphia, an institution in which he has taken great interest. Early in the Spanish War he was given command of the Cuban blockade, and played a prominent part at Santiago. His son and several relatives are naval officers.

## PROMINENT PERSONALITIES



CAPTAIN CHARLES V. GRIDLEY.

THERE is magic in the very name of "Navy," and the youthful layman who, in moments of patriotic impulse, feels that he would fain do brave deeds, looks upon sea-service as the field in which he would best like to distinguish himself. Few, however, stop to think of the time and study and weary waiting for "dead men's shoes" required to gain command of a squadron, or even a ship. It may be said that "Admirals are all old." Retirement, indeed, comes too soon to allow them a chance to long enjoy their proud rank. Yet it is not always the age-limit that sends them home. An enemy's shot or wasting sickness may end all. In the latter regard, there was no sadder case during the war than that of brave Captain Gridley, U. S. N., who rose from a sick bed to take Dewey's fighting flagship *Olympia* through the mines of Manila Bay and to victory beyond. "Manila killed me," he said just before his death at Hong Kong; "but I'd do it again." Killed him! yes; but his resolute spirit lived on and drew around his bier the bravest and the best of every nation's soldiers and civilians stationed in that oriental city, half way round the world from the dead Captain's Pennsylvania home. Captain Gridley was one of the most able officers in the United States Navy and a personal friend of Admiral Dewey.

THERE was no harder or more heroic fighting done during the entire war than that of the First Marine Battalion, only 600 strong, at Guantanamo, against about 3,000 Spaniards, from June 11th to 15th. As a result of a gallant exploit during this protracted fight, First-Lieutenant W. C. Neville, U. S. M. C., was brevetted captain. The marines had landed, 600 strong, on the eastern shore of the bay on Friday, June 10th. The following day news was brought by an insurgent scout that an attacking force of Spanish Infantry was approaching. The enemy were far superior in numbers, and, as reported by Lieutenant Neville, many of them had leaves and branches wrapped around their bodies; so that it was only with difficulty that they could be distinguished from the undergrowth.

On the afternoon of the 14th, four scouting parties were sent out from camp, and Neville, with about twenty men, penetrated far in advance and suddenly found himself cut off from the rest of the command. Several hundred Spaniards, regulars and guerrillas, were between him and the American trenches; but, without thought of surrender, he and his handful of brave marines cut their way through the enemy's lines and reached Camp McCalla in safety, carrying their wounded with them. Captain Neville is a Virginian, a graduate of the Naval Academy, and about 29 years of age.



CAPTAIN NEVILLE.



THE LATE ENSIGN WORTH BAGLEY.

ABOUT the only engagement in the war which the historians will not be able to record with entire satisfaction, was the fight at Cardenas, in which Ensign Worth Bagley and five others lost their lives. It may have been thought that the Spanish gunboat, against which an attack was aimed, would not shoot or could not shoot straight. As a matter of fact, both these serious contingencies happened; and, as a consequence, the little torpedo-boat *Winslow*, ill-adapted to withstand 12-pound shot, was hit ten times, completely disabled, and finally, after heroic exertion, towed to a point of safety by the converted tug *Hudson*. Lieutenant Bernadou, in command of the *Winslow*, was also so severely wounded as to incapacitate him for service during the rest of the war, although he did not leave his post until his boat was out of danger. The death of Bagley and his companions was sincerely mourned. He was second in command on the *Winslow*, and was directing his men when the death-dealing shell burst over their heads. He was instantly killed with two of his companions, and three others died soon afterwards.

Ensign Bagley's name is notorious as that of the first officer to lose his life in battle in the war, and for this reason, as well as for his personal heroism in helping to lead an almost forlorn hope, he will always be remembered with gratitude by his countrymen.

## IN THE FIRST RANK





**COMMODORE WATSON'S FLAGSHIP.**—The protected cruiser *Newark*, Commodore Watson's flagship, although only in commission, so far as the war with Spain is concerned, after May 21, made a record for good service against the Dons. At Santiago, her capabilities as a fighter were not brought in play during the combat with Admiral Cervera's fleet, owing to her absence at a coaling station, but part of her crew did good shore duty. Some wounded men from several of the enemy's ships were being molested near the wrecks by aggressive bands of angry Cubans. The *Newark* sailors put an end to this cruelty. Subsequently, she participated in bombardment of the forts. The *Newark* carries twelve 6-inch gun in her main battery, and sixteen of smaller calibre in her secondary battery, also six torpedo tubes. Her full complement for active service is 37 officers and 350 men. Her keel was laid ten years ago. When the war broke out she was in dock at Norfolk, Va. The work of completion for war service was hurried along, and, within three weeks, crew and equipment were ready. The *Newark* joined Admiral Sampson's fleet toward the end of June. On June 27 it was officially announced that Commodore Watson would sail with a big squadron for the Spanish coast.



**SPAIN AND THE CANARIES IN VIEW!**—About the time of the fall of Santiago many of the State camps that had been abandoned became again the scenes of activity. The advance on Porto Rico, and the talk of Commodore Watson taking a squadron into Spanish waters, created a fresh call for volunteers. Our photographs show two typical camp scenes—the first, officers receiving the orders for the day—the second, a squad of recruits drilling. After he has become familiar with the marchings and facings, the recruit is given a rifle and taught the manual of arms. He always hails this stage of his training with pleasure, because it marks the end of his novitiate and admits him to the ranks of his more experienced fellows. The manual-of-arms in the United States army underwent a radical change about nine years ago; all the needless formalities inherited from the past century being done away with. Old soldiers recall many of these; such, for instance, as the requirement that the men should come to a “carry” with the rifle before practically every other change of position of the piece.





**RELIEVING THE GUARD.**—Efficient guard duty is one of the prime essentials of a good army. The importance of alert sentries cannot be over-estimated, for upon them depend the warning of the enemy's approach, the exclusion of spies and the arrest of deserters. Happily, great attention has been paid of recent years in the national guards to this branch of military science. Not only during the annual week's tour of duty in camp, but throughout the regular drills in the armories, instruction and practice in guard duty is incessant. The moment a body of troops encamps or bivouacs, sentries are posted about it. These have their regular beats, on which they pass to and fro, the extent of the guarding depending upon their orders. They usually remain on duty for periods of two hours, although the exigencies of the service may lengthen or shorten this period. At its end the "relief" arrives. The men composing this are mustered at the guard-house, whence they march, under command of the corporal of the guard, to the nearest sentry post. The squad halts a few paces away, the man to relieve that post advances with the corporal of the guard, the new and old sentries coming to "port arms." The orders are then passed along and any news likely to be of value to the new sentry is given him. The old sentry then falls in with the relief squad, and they march on to the next post, where the same thing is repeated, and so on until all are relieved, and the corporal of the guard returns to the guard-house with the relieved men.



**VIEW OF SAN SEBASTIAN, CADIZ.**—The fort or fortress of San Sebastian, Cadiz, is one of the principal defences of that ancient walled city. The Bay of Cadiz, one of the finest in the world, is naturally situated in a position where protection is guaranteed, except on the west. On the north, south, and east the shelter of the mountains is ample, and the guns of San Sebastian and Santa Catalina warn off all intending hostile intruders. The entrance into the lower bay, where the ships of war usually anchor, is strong with all the natural and artificial barriers against invaders, few cities on the European continent have been so frequently disturbed by enemies external and internal. Built by the Phœnici-ans, Louis and Matagorda, whose fires cross one another, and also by Puntal Fort, on the opposite shore. Notwithstanding the city's seemingly impregnable position, a thousand years before the birth of Christ, it has been captured successively by Carthagenians, Romans, Goths, and Moors, Spaniards, British, and French





**FORTIFICATION, CADIZ.**—No sooner had Admiral Camara sailed from Cadiz for the Philippines than danger threatened her from across the sea, for an American squadron, under Commodore John C. Watson, was immediately formed to make a descent on the Peninsular coast. This announcement was in the nature of a shock to Spain, since it was hardly thought an American gun, unheard in Europe since the Barbary affairs of the early part of the century, would wake the echoes in Spanish waters during the war of 1898. The bustle of preparation was at once evident all along the coast line, and Cadiz came in for her share. Then the news was flashed across the sea of the destruction of Cervera's squadron at Santiago, which made it appear quite possible to the depressed Spaniards that the Cadiz fortifications, however strengthened, might not be able to withstand an attack of so formidable a foe, and Camara was hurriedly called back. Our photograph shows the fort at the extreme end of the so-called Island of Leon, on which the city is situated.

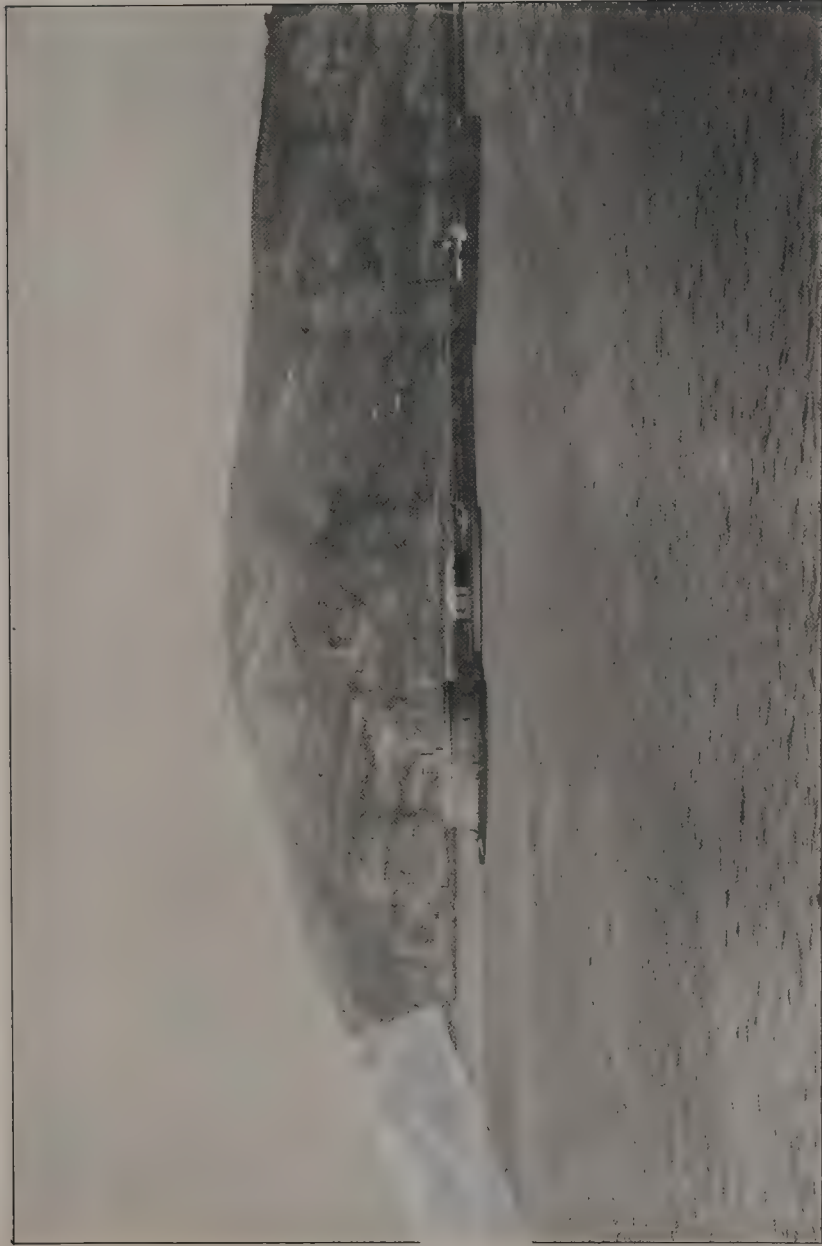


**MARKET-PLACE, CADIZ.**—Cadiz, situated on the Island of Leon, is a busy city, and the capital of a province of its own name. Many of the houses are three and four storeys in height, and the better class are frequently surmounted by lofty towers. White freestone is largely used in the construction of dwellings, giving to the streets and squares a remarkably attractive aspect. The house towers are often used for purposes of observation and are called “miradores.” The streets ordinarily are narrow but regular. The finest street is the Calle de San Antonio, which contains the Bolsa, or exchange, and is connected with the principal square, known as the Plaza San Antonio. The market-place is the scene of great activity at all times; it has been a famous resort for traders visiting Cadiz from every part of the Spanish provinces. The present commerce of Cadiz is small compared with that enjoyed during its greatest prosperity, when it held the exclusive privilege of trade with the Spanish colonies. In those days the imports were of phenomenal richness. In 1760 a Spanish vessel from the Cruz brought 1,607,615 bars of gold, 400 plates of copper, and many other shipments of expensive freight. Immense quantities of sugar and tobacco were also imported from Havana.





**CHRISTOPHER COLUMBUS AT BARCELONA, SPAIN.** Whoever, in connection with the Spanish-American war, should trouble to trace back the course of events would find his investigations merge at one point. This point would be the figure of Christopher Columbus. In all parts of the world there are monuments raised to the great explorer of the middle ages; how many exactly it would be hard to say. But at least there is one on the coast of Spain; one in the heart of Havana; one in Central Park, New York. Suppose for a moment that animated statues should creep into one of these cold emblems. Imagine Christopher Columbus, from his lofty pedestal that overlooks the bay at Barcelona, could survey the incidents of the late struggle. "Well, this was my war," he would reflect. "It was I who discovered Cuba,—I who added the continent of America to the known world. These were my gifts to Spain. America, who has been freed, now grants liberty to Cuba. Poor Spain!" Then, no doubt, his eye would follow the movements of the Spanish fleet. He would think of how he sailed from Cadix in 1493,—would compare his little fleet of open boats, taking so long to go he did not know where, with the magnificent vessels which sailed from the same port under Admiral Cervera in 1898. Both called at the Canary Islands; both were destined to arrive at Cuba. There the bones of Columbus rest to-day.



**FORTIFICATIONS IN BARCELONA.**—The old forts of Barcelona, of which the above are examples, have probably figured more conspicuously in actual warfare than those of any other city in Spain, and, with very few exceptions, their fighting record exceeds that of any other city defences in the world. Barcelona has suffered much during the past two hundred and fifty years from the effects of internal strife and external schemes of conquest. The Catalonian rebellion of 1640 centred in Barcelona, the city taking shelter under the flag of France. In 1652 it declared for Spain, but was recaptured by a French army in 1697. During the same year it was handed over again to Spain by treaty. Fort Montjuich was captured in 1705 by an English general. After nine years, it was bombarded and seized in the interest of Louis XV. Napoleon took possession of it in 1808 and the French held it until 1814.

PHOTO BY VAN WAGENER, NYACK, N. Y.





**DISPATCH-BOAT "GENERAL VALDES."**—The dispatch-boat *General Valdes* is one of a number of similar vessels employed in connection with the Spanish naval service. It was built for swiftness and has fully realized the expectations of its constructors. In the background of the picture, situated on a hill considerably higher than the city of Barcelona, is the ancient fortress of Montjuich. This venerable structure—at the time of its erection one of the most impregnable of Spanish strongholds—stands on the summit of an enormous rock. It overlooks and commands a vast area of land and water. Montjuich is well supplied with guns of heavy calibre. No modern fleet would be safe in or near Barcelona harbor without first reducing this formidable antagonist. The fortress at once protects and threatens the capital of Catalonia. Its batteries have several times either prevented or quelled revolutions in that city during the present century. Montjuich has been frequently used as a prison for culprits under military jurisdiction. Lately, a number of anarchists and a few Cuban insurgents have been kept confined within its walls. The anarchists were those implicated in bomb-throwing. It was alleged that some of the anarchist prisoners were tortured in order to make them tell whatever they might know about the plot to cause the assassination of Canovas del Castillo, the late Spanish premier. An official investigation of this matter followed. No photographs of Montjuich are permitted to be taken from anywhere near its walls.



**POLITICAL PRISONERS.**—The Spanish officer whose portrait appears on the right of this page, wearing a general's silk sash and several decorations, is General Borbon y Castellvi, a distinguished and at present conspicuous military supporter of the Spanish monarchy. General Castellvi is the eldest son of the Infante Don Enrique, a brother of ex-King Don Francisco, and of Isabella II. He is therefore first cousin of the late king, Alfonso XII., and second uncle to the present king, Alfonso XIII. His father, Don Enrique, was killed in 1870 near Madrid by the Duke of Montpensier, a son of King Louis Philippe of France. General Borbon was at one time a partisan of the Pretender, Don Carlos, but finally gave his allegiance to Don Alfonso, and entered service in his army. He recently underwent two months' imprisonment in the fortress of Santona, near Santander, for shouting "Viva España" in the presence of the American flag was hauled down at the Embassy at Madrid. This is an example of the rigorous measures that were adopted by the Spanish to prevent anything like disturbance in the future. General Borbon is one of the most popular men in Spain. The officer on the left of the page is Lieutenant Portas, who was accused of originating and carrying out tortures on rebel Cuban rebels and men in confinement who were suspected of complicity in bomb-throwing in several of the Spanish cities during periods of popular unrest.





**THE CITY OF SEVILLE.**—Not until some time after the beginning of the war were the eyes of this country turned aggressively on Spain itself. When it was learned that a fleet under Commodore Watson had been ordered to cross the Atlantic, sudden activity began to be shown at all military headquarters throughout Spain, and particularly at cities on or near the coast. In Seville extraordinary energy was shown by the authorities. Formerly capital of the ancient kingdom, it is the best loved city in the country. It is almost circular in shape, surrounded by Moorish walls, surmounted by sixty-six towers. The cathedral, one of the largest and finest in Spain, is an imposing edifice. There is regular communication with the coast both by river and rail. Our photograph shows a beautiful view of the Guadalquivir or "Great River" of Spain. It flows into the Bay of Cadiz, and is navigable for large vessels as far as Seville.



**TOLEDO BLADES.**—With the possibility of an American fleet threatening Spain it seemed more than likely that an army of invasion would follow, and that our guns would be brought into speaking acquaintance with many of the ancient cities of the Peninsula. Among those most likely to become points of attack was Toledo, whose famous blades have flashed in tales of valor and been sung about for centuries in valorous strain. The blades are said to be as perfect as ever, but their manufacture is no longer an enterprise of importance. Fighting with Toledo for an occasional duel, is, indeed, sadly out of vogue. But from the above photograph it appears that Toledo enjoys other distinction. The city is surrounded on three sides by steep hills, and from afar presents a most imposing appearance. In the middle foreground we see a mill, and just above a road leading up the slope, while crowning all looms the massive cathedral, which is half palace, half fortress, and also the seat of a leading military school. Toledo cathedral is the finest in the country with the exception of the one at Seville. Toledo is only two hours' ride by rail from Madrid, and was once the capital of all Spain.





**A SPANISH WALLED TOWN.**—Very quaint to American eyes appears an ancient Castilian city like the one shown in our photograph. Those who have not left the highways of Spain and traveled on the beaten track have little idea of those medieval towns, once seats of great strength, but latterly of little importance save to contribute tax assessments and furnish quotas of young blood to swell the colonial army, and all too often perish in the trenches or from disease. How little, alas, has this century of civilization done for unhappy Spain! Avila, for instance, which we see above, was once the seat of a university, founded ten years before the discovery of America by Columbus. It was a thriving town, and the capital of a province of the same name. Its position was good, but its industry is limited to the spinning of a little wool furnished by the native sheep that graze over the plains. Her ancient wall is still well preserved, and is still crowned by a network, flanked by towers massive and strong. Though only fifty-eight miles from Madrid, it is safe to say that days elapsed after Dewey's victory or the news so strictly censored that the authorities are enabled to suppress even the most important news. The circulation of the Spanish papers is very limited, and



**SANTA CRUZ.**—Santa Cruz de Tenerife, or de Santiago, is the capital of Tenerife, one of the Canary Islands, on the west coast of Africa. It is also the capital of the Canary Islands, and the headquarters of the Captain-General. The island, of which it is the chief town, is triangular in form, each side being about thirty-six miles in length. It is divided in the middle by a range of mountains resembling in some respects the roof of a church. Santa Cruz is located on the northeast. It is a seaport, and the chief commercial centre. The population of the city is about sixteen thousand. A few years ago the output of wine from the vineyards of Tenerife, through the port of Santa Cruz, was very large, but, consequent on the ravages of a grape disease which cannot be overcome, the quantity shipped per annum has been greatly reduced. There is considerable trade in cochineal. The middle region of Tenerife is clad with forests of chestnut and oak. The hills and valleys are covered with vineyards, olive and almond groves, and wheat fields. Oranges and figs grow in abundance. The climate is excellent and the scenery in every part of Tenerife enchanting in its beauty.





**OUR NEW TERRITORY.**—Hawaii, by which is meant the Sandwich Islands, has been aptly termed the “football of the nations.” The group was discovered by Captain Cook in 1788, which would appear to have given England strong primary grounds for adding the islands to her long list of colonies. This, however, she has never attempted, but has rather stood in the role of protector to the native government, especially as against the aggressions of the French. The friendly attitude of England indeed brought about the ratification of the independence of the islands by a joint agreement entered into with France, November 28th, 1843. But in 1848 the French again meddled, and King Kamehameha III. issued a proclamation placing Hawaii under the protection of the United States. Although our Government declined to accept the trust, the move was entirely successful in checking the French. From this date the political history of the islands has been closely associated with the United States, the culminating event being the act of annexation which passed Congress in July, 1898. One of our photographs shows the Royal Palace at Honolulu and the other presents a bird’s-eye view of the city.

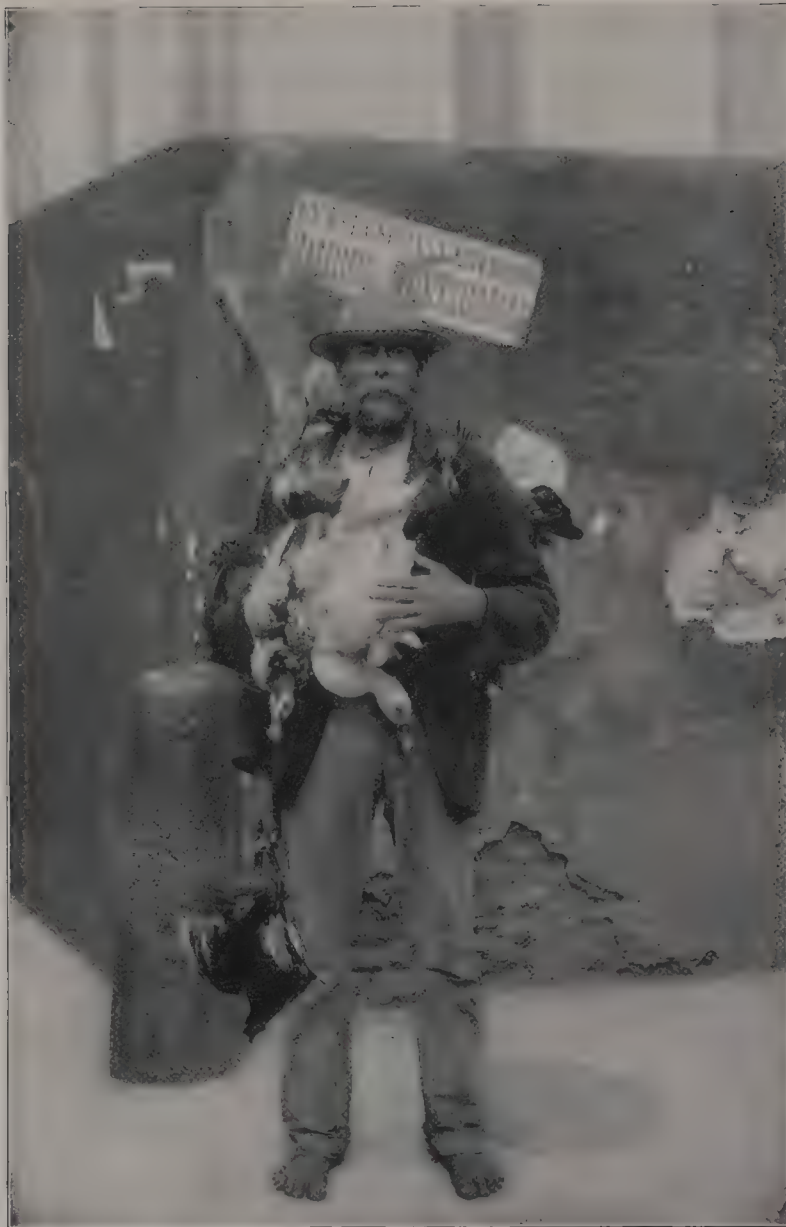


**SANDWICH ISLAND SCENES.**—The Hawaiian Islands are of volcanic origin and contain the largest craters, both active and quiescent, in the world. The crater of Kilauea is nine miles in circumference. The valleys are very fertile and produce large quantities of sugar cane, besides rice, maize, wheat, pineapples, oranges, and mangoes. Wool is also an important product. The natives, for the most part, dwell in homes of wood or in huts thatched with grass at the tops and sides. The native Hawaiians are a light-hearted, pleasure loving race. The men are fond of sports and pastimes, while the women spend hours in weaving flower garlands. No state on earth has a more mixed population. Less than one-third are native Hawaiians, nearly one-fourth Japanese, one-fifth Chinese, one-sixth Portuguese, one-twentieth Americans, and the remainder British, French, Germans, Norwegians, and South Sea Islanders. And, sad to say, the native population has been rapidly decreasing ever since the discovery in 1788. Captain Cook at that time estimated that the Islands contained at least 400,000 people; in 1823 the American missionaries estimated only 142,000; the census of 1832 showed 132,000, and the census of 1878 but 44,000. Our photograph presents the Government building at Honolulu, and pictures a scene during a gala procession.





**GENERAL MILES AND STAFF.**—Major-General Nelson A. Miles, commanding the Army of the United States, has been called "the superb," not only with reference to his abilities and achievements, but because of his ideal soldierly bearing. Entering military life as a Captain of Volunteers from Massachusetts in 1861, he was engaged throughout the peninsula and later fought in all the battles of the Army of the Potomac save one. He particularly distinguished himself in the struggle about Petersburg, and during the last days before Appomattox. He came out of the Civil War a Major-General of Volunteers, bearing the scars of three wounds. Given a Colonel's commission in the Regular Army, General Miles began at once a series of campaigns against the Indians. He gained a mastery over the Comanches and other tribes in Texas, then subjugated the Sioux nation, and ended Sitting Bull's power in the north. Later the Nez Percés and Apaches were quietly being crushed. As Commander of the Army, General Miles has been indefatigable at Washington in preparing for and conducting the campaign against Spain. On July 6 he sailed on the "Yale" for Santiago, where his presence and influence had much to do with the adjustment of capitulation terms, while the manner in which he personally commanded the army of invasion in Porto Rico won for him the highest encomiums. On his staff were Major-General Rodgers, Colonel J. C. Gilmore, Major Edward Davis, Captain M. P. Mans, and the General's military secretary, Captain Francis Michler.



**FEEDING THE ARMY, PORTO RICO.**—When, after the fall of Santiago, General Miles led an army into Porto Rico, its advance almost resembled a triumphal march. The Spanish remained comparatively quiescent; the natives came out of their villages to welcome their deliverers. The army of invasion advanced in several divisions; all the troops being designed to combine near or on the road to San Juan. In each case the experience of the soldiers was the same—the most perfect good feeling being continually evinced on the part of the inhabitants of the villages through which the army passed. Presents of food were made to the soldiers; the pedlers produced their finest stock to take advantage of this strange opportunity to boom their trade. Our photographs show two native confection vendors and a poultry seller. The latter, as customary with the men of the poorer classes, is barefooted, but the women are shod—the characteristic part of their costume being the colored shawl thrown round the shoulders and the bright turban twisted on their hair.





**PORTO RICO'S PROTECTIONS.** (1) WESTERN PART OF SAN JUAN.—This picture shows a portion of Morro fortifications, near to which lies a fort called the "Canuelo," from which in 1898, a cable car was extended to the Morro Castle to guard against any vessel entering during the night. From here, too, can be seen the battery that defends "Santa Catalina," the Governor's palace, and to the right a small island called "Isla de Cabras," in front of which has been sunk the hull of a vessel, named *Cristobal Colon*, laden with dynamite mines, to defend the entrance of the harbor. (2) SAN CRISTÓBAL CASTLE.—This is one of the best fortified castles of San Juan. It commands the sea to the north. In the foreground can be seen the water wall, which was made an exception to the general permission granted by the Spanish Government to throw down the walls that surround San Juan in order to enlarge the much-crowded city. (3) SAN CRISTÓBAL CASTLE, EAST CORNER.—Here are placed the batteries looking into the city itself, the guns of which were on a certain memorable occasion, when a whole battalion of regulars revolted, trained on to the streets, with the promise that they would be fired if the riots were not subdued, which they were. A gang of penal convicts can be seen working in the new public park that is now being laid out. (4) THE MILITARY CHAPEL.—Beside the chapel used by the Military Governor of Porto Rico our photograph shows the balcony which was struck by a bullet aimed at the American representative in San Juan. At this point a sentry is always on duty.





LIEUTENANT-COLONEL ANDREW SUMMERS ROWAN

DURING the time prior to the war, the Government was far from idle. Not only were open preparations hurried forward, but many secret forces were put in motion to make matters easier when the crisis came. Among other things, it became absolutely necessary to apprise the Cuban leaders of the attitude of our Government, and our plan of action, in case hostilities were begun. General Calixto Garcia, who was in eastern Cuba, seemed easiest to reach. As the entire coast line and not a few of the interior towns were controlled by the Spaniards, the mission was indeed hazardous. To accomplish it, Lieutenant Andrew Summers Rowan, of the Nineteenth Infantry, was chosen. He left Washington on April 9th for Kingston, Jamaica, where instructions by cable awaited him. He crossed the island to St. Anns, and secured a little sailing boat, in which he voyaged to the coast of Santiago Province, Cuba. He at once started across the mountains, and after much questioning of the natives, finally located General Garcia at Bayamo, lately captured by the Cuban forces, which town Lieutenant Rowan safely reached. His despatches and information were most important, and as a just reward for his perilous endeavor he was promoted to be Lieutenant-Colonel.

IN war time it is from officers of the line that we naturally look for deeds of conspicuous value. When, therefore, the news came of Hobson's exploit, it seemed a little strange that a deed of such daring should have been planned and carried out by a simple assistant naval constructor, and it was gratifying to believe that the whole service was permeated with the same valorous spirit of heroism. Of such mettle, indeed, was Lieutenant Victor Blue, who was graduated as an engineer from Annapolis in 1889. He was very anxious to become an officer of the line, and finally succeeded in his ambition. When Santiago was blockaded Victor Blue was Lieutenant on the *Suwanee*, one of the minor vessels of the squadron. Although it had been reported from Madrid that Admiral Cervera had entered the harbor, it was not known whether all his ships had gone in with him. This knowledge was of the utmost importance; for, while even one of the swift and powerful Spanish cruisers was abroad, the whole Atlantic seaboard was in danger. To find out if all the enemy's vessels were really "bottled up" was the problem, and Captain (then Lieutenant) Blue was given the perilous task of solving it. He was put ashore on the rocky coast, and with Cuban guides as companions, made a wide circuit to avoid the Spanish soldiers, and, finally, stealthily came to the brow of a hill which commanded the harbor, and there told off the Spanish warships and found all the cruisers and torpedo boats present. He afterward reached our fleet in safety and conveyed the information he had secured, for which service he was promoted.

The performances of Blue, Whitney, and Rowan deserve to rank among the most conspicuous deeds of individual bravery that illumine the history of the war. It would be difficult to over-estimate the perilous nature of the work entrusted to these young officers, or to speak too warmly of the indomitable pluck with which they accomplished their tasks.



CAPTAIN VICTOR BLUE



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CAPTAIN HENRY H. WHITNEY.

CAPTAIN HENRY H. WHITNEY earned his promotion during the war for the successful accomplishment of two enterprises fraught with the greatest difficulty and personal danger. Early in April he was selected for a confidential mission to Cuba and Porto Rico—his work, to gather military information and to procure reliable maps of certain districts. Two months were occupied in this way. In that time he had reached Gomez as the bearer of despatches to the Cuban leader, and arriving safely at the coast again, crossed to Porto Rico in the guise of a common sailor serving before the mast on a merchant steamer. By untiring energy, and the greatest endurance he obtained the information needed by the Government for the immediate invasion of the island.

Now a common soldier, now a newspaper correspondent, then passing himself as an English officer, Captain (at the time Lieutenant) Whitney managed to escape observation, and on June 8th found himself back in the presence of President McKinley, receiving a warm welcome and the highest praise for his brilliant achievement. Captain Whitney was born in 1866 and graduated from West Point with high honors.

## BRAVE DEEDS OF THE WAR



MAJOR-GENERAL HENRY W. LAWTON

THE campaign against Santiago was the only one ever carried on by the United States in which the regular troops played the principal part. All our other wars have been fought mainly by volunteers. At Santiago, however, this was reversed; for, of a total of thirty-one regiments engaged in the actions of July 1st and 2d, five were volunteer organizations, these being the Second Massachusetts, the 21st New York, the 33d and 34th Michigan, and the First Volunteer Cavalry or "Rough Riders." General Lawton was the Commander of the Second Division of the Army and operated against the Spanish in the vicinity of El Caney. Out of the nine regiments engaged at this point, only one volunteer organization, the Second Massachusetts, participated. It was, therefore, practically a battle of the regulars, and the aggressive valor with which they drove the Spaniards steadily back, and the splendid dash with which they finally captured the town, will long be remembered. General Lawton himself had been a clever Indian fighter, and in fact was the man for the occasion. He had been in the regular army since 1866, in which year he was commissioned Second Lieutenant in the Fourth Infantry. He was made First Lieutenant in the following year and, after about four years' service, was transferred to the cavalry. He was made a Captain in 1879, and was in command of the troops who captured the famous Apache chief Geronimo. For this service he was made a Major and in 1884 became a Lieutenant-Colonel.

At the beginning of the present war his acknowledged military ability secured for him the commission of Brigadier-General in the army of invasion, and he was afterwards promoted to Major-General. In his personal appearance General Lawton is extremely soldierly. Grey haired, finely built, with a clear, ringing voice, he is a typical commander of the regular army.

MAJOR-GENERAL STEPHEN ELWELL OTIS is one of our many gallant regular army fighters, whose spurs were won as a volunteer in the Civil War. He was born in 1838, graduated from the University of Rochester in 1858, and from the Cambridge Law School in 1861. In the following year he entered the volunteer service of the United States as Captain of the 140th New York Infantry. In a little over a twelvemonth he was promoted to Lieutenant-Colonel of that regiment, and before long was again promoted, this time to Colonel. His rapid advancement was by way of reward for valiant services in the principal engagements of the Army of the Potomac. During one of the many sharp fights in the vicinity of Petersburg he was severely wounded, and was discharged in 1865, having been brevetted Brigadier-General of Volunteers. On his recovery in 1867 he was made Lieutenant-Colonel of the 22d Infantry and Colonel of the 20th in 1880.

At the beginning of the late war General Otis was depended upon for important services, among which was the reinforcement of Admiral Dewey in the Philippines. He was made commander of the army corps to be concentrated there, and sailed from San Francisco in May with 2,500 men and a large amount of supplies for the fleet.



MAJOR-GENERAL STEPHEN ELWELL OTIS.



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MAJOR-GENERAL KENT.

MAJOR-GENERAL JACOB F. KENT, recently promoted for distinguished service before the enemy at Santiago, is a West Pointer. He was born in Pennsylvania sixty-two years ago, entered the Academy in 1856, and graduated in 1861.

As a Second-Lieutenant he served in the Third Infantry, holding that rank less than three months. His next step was gained in July, 1861, during the excitement of an actual campaign. He was wounded three times and captured at Bull Run on July 21. His exchange was effected after fourteen months' imprisonment. General Kent was brevetted Major in 1863 for gallant and meritorious services in the battle of Mary's Heights, Virginia. Promotion to Captain took place in January, 1864, for gallantry at Spottsylvania, and four months later he was promoted to be Colonel of Volunteers for distinguished conduct before Richmond. He became Major of the Fourth Infantry on July 1, 1885. General Kent served as Assistant Adjutant-General of Volunteers from January 1, 1863, to August 31, 1865. His services during the Civil War include the first Bull Run campaign, Fredericksburg and Chancellorsville campaign, and subsequent operations of the army before Richmond. He then participated in the fighting at Fredericksburg and on six other battle-fields.

This gallant soldier has done splendid service on frontier duty, and has made an enviable record in the recruiting branch of the United States Army.

At the beginning of the war with Spain he was Colonel of the Twenty-fourth Infantry. The President selected him for promotion to the rank of Brigadier-General and placed his services at the disposal of General Shafter. The President's choice in this case, as in many others, proved to be a wise one. General Kent is an ideal executive officer.

## SOME FAMOUS LEADERS



**THE "MIANTONOMOH."**—The *Miantonomoh* was laid on the stocks nearly a quarter of a century ago. That she was well built is evident, for to-day she is reckoned one of the best in her class. This monitor—second of the name—is of iron, with compound iron faced with steel armor plates. The protective armor-belt of the hull is six feet deep. The *Miantonomoh's* actual power of resistance, if hit on her turrets, is very great. The outer plating of the turrets only lacks half an inch of being a foot thick. Behind this foot of steel is five-sixths of a foot of wood, and the wood is again strengthened by a backing of two half-inch steel plates. The two ten-inch guns in each turret are worked by hydraulic power, and have a recoil of forty inches, which is also kept in check by hydraulic apparatus in the shape of a cylinder containing water through which a piston is driven by the gun's action as it recoils. The *Miantonomoh* has a double bottom with a space of two feet four inches between each. On the fall of Santiago this vessel was ordered, with the fleet, to Porto Rico. She was the first armored vessel of the "new" navy.





**DISSEMBARKATION OF WOUNDED SOLDIERS AT CADIZ.**—The officers and men represented in the above pictures are wounded men returning from Cuba. The voyage across the Atlantic was performed in transport vessels. Ships of deep draught, however, are compelled to anchor in Cadiz harbor, some distance from the wharves of the port proper. The landing of passengers and cargo is effected by the use of smaller craft, tugs, or fishing vessels. Our photographs show the invalids being brought ashore. A group of officers and men in uniform wait to welcome their comrades as they land. On the arrival of mail and other steamers from Havana, the civil and military inhabitants of Cadiz always receive the invalids with marked demonstrations of patriotic affection and esteem. Frequently an immense crowd gathers at and near the landing-places of tugs and other boats, ready to receive the new arrivals and to offer sympathy to all who have risked their lives in the defence of their country's interests. Relatives and friends meet the invalids with fond embrace, alternately laughing and weeping to express joy for safe return and sorrow for the injuries from which they have suffered.



**WOUNDED SOLDIERS IN CADIZ HOSPITAL.**—Owing to indefatigable efforts on the part of the proprietors and editors of *El Imparcial*, one of the most popular of Spanish newspapers, hospital accommodation has been provided in Cadiz for wounded soldiers sent home from their regiments in Cuba and other Spanish colonies because of disability. Ample funds were raised by persistent appeals in the columns of *El Imparcial*. The hospital contains excellent accommodation for a large number of patients. Those who have so far enjoyed its privileges have expressed in many ways their deep gratitude for what has been done for them in this connection. This invalids' retreat, fully equipped and liberally provided with expert medical officers, now contains a considerable number of men belonging to every branch of the Spanish military service. It is independent of official military administration and ordinary charity institutions. The ten soldiers represented above are typical examples of those who serve in the rank and file. They are all comparatively young in appearance, those on the extreme right and left having barely passed boyhood. The lad on the extreme left has evidently distinguished himself on several occasions, wearing three crosses as official tokens of recognized bravery. The hospital at present has ample funds and supplies, the result of liberal donations. Although temporary, it is possible that efforts will be made to endow it as a permanent institution.





**INVALIDED SOLDIERS AT CADIZ RECEIVING RATIONS.**—The ladies of Spain like those of every other civilized country, particularly the United States, are not only enthusiastic patriots, ready at all times to encourage with their applause the bravery of soldiers and sailors who undertake to aid in fighting their country's battles, but are also practical workers and helpers in the trying times of war. At the various ports of the Spanish peninsula committees of ladies were organized for the immediate relief of sick and wounded returning from the war. The members of these committees belonged to the most influential representative families, including the wealthiest and most aristocratic houses in every province. The wives of rich merchants and their daughters joined with their neighbors in the good work, cheerfully sacrificing time, money, and convenience. In every large seaport where troops were disembarked, these committees did excellent work by day and night. Their chief object was to furnish rations of choice food, delicacies, nourishing wines, and other articles of diet not included in the official dietary. As each detachment arrived, it was welcomed by members of the committee in person. Just as soon as the most urgent wants of the men could be ascertained, they were promptly supplied, without any formality or official interference. The largest and most active committees were at Cadiz, Corunna, Santander, and Barcelona.

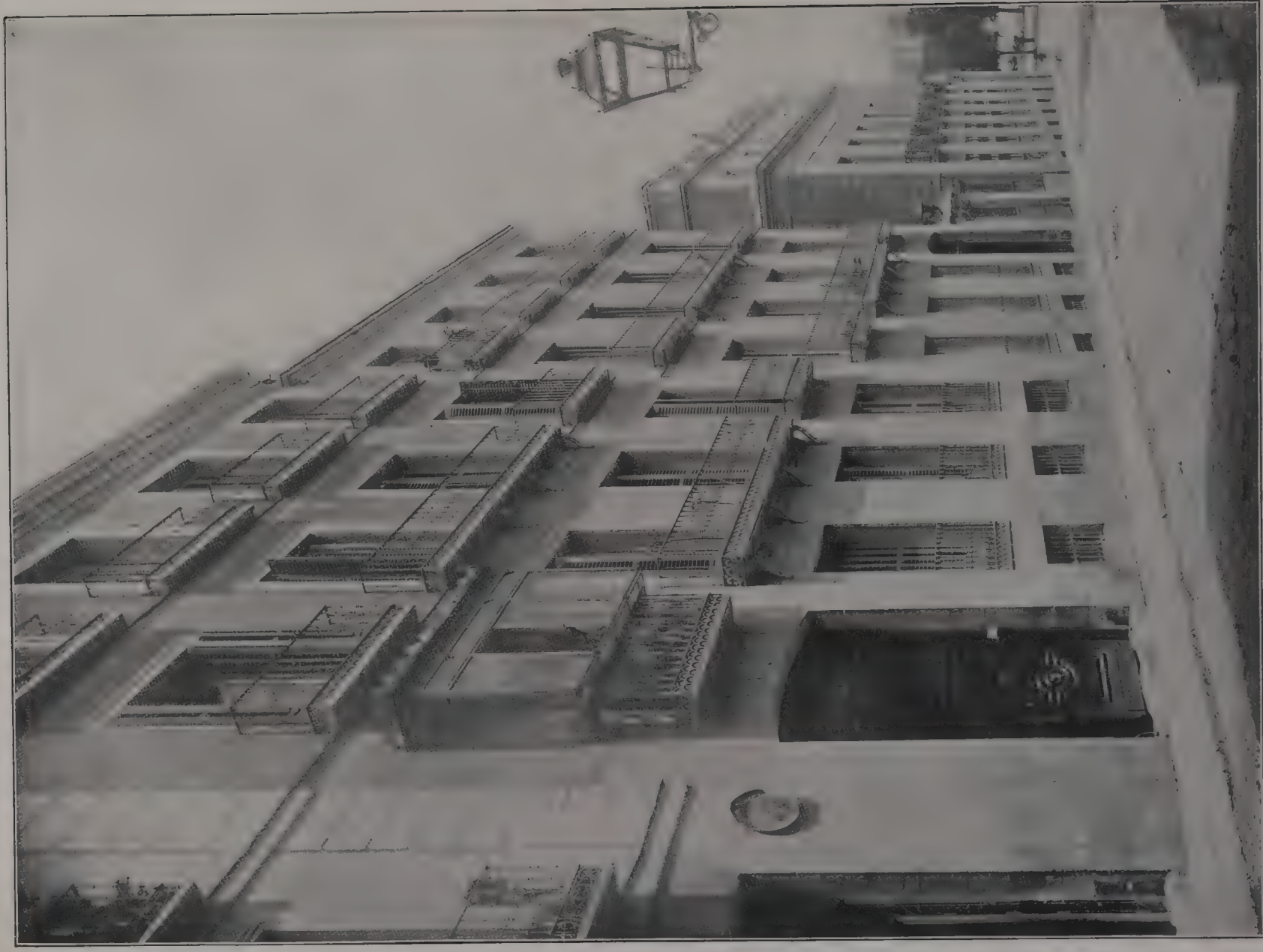


**DISABLED SPANISH VETERANS.**—The war department of Spain has among its dependencies an institution for the support of a certain class of veterans who constitute what is called *Cuerpo de Inválidos*, or corps of disabled soldiers. These men maintain their military organization, wear a special uniform, and live in barracks under the command of a colonel, but they are allowed considerable freedom and are exempt from service. There are not many residents—a small battalion only—for admittance into this corps is subject to various exceptional conditions besides the one of being disabled for life in consequence of wounds or other injuries suffered while on the field of battle. Superiority of rank does not count as a cause of preference in favor of the candidate. Long service, a record without blemish, heroic deeds, the possession of certain decorations reserved for extraordinary merit, etc., are necessary qualifications. This brings together men of all ranks, from that of colonel to that of plain private. They lead a quiet, restful life, knowing few cares. Ample food is provided; friends are allowed to visit the veterans, and they in turn are permitted a like privilege. They are fond of story-telling, and glory in exploiting past deeds of daring on the field.





**IN THE HOSPITAL, MADRID.**—Many of the wounded Spanish soldiers, on returning from Cuba, were taken to the hospital at Madrid. There is a capacious building set apart for their especial use and benefit in that city. The surgeons and the members of the Spanish section of the International Society of the Red Cross have, from the time of the last Cuban rebellion, devoted their time exclusively to the treatment of injured military heroes. The Spanish branch of the Red Cross Society is divided into groups, equaling the number of peninsular and insular provinces. Each group is divided into as many committees as may be required for prompt and efficient service in the several districts. Although the original and chief object of the Red Cross Society is to attend to the wounded on the battlefields, its Spanish section has added to the duties of every member that of assisting by all possible means the sufferers of any other kind of public calamity, such as conflagrations, riots, railway accidents, floods, etc. Every effort is made to provide for the comfort and well-being of patients during their stay under the Red Cross flag. They never fail to express their deep sense of gratitude for kind treatment received.



**GENERAL WEYLER'S HOUSE IN MADRID.**—Our photograph shows the mansion in which General Weyler resides in Madrid. It stands on the Calle del Sordo opening into the broad, tree-lined Salon del Prado, of which a glimpse may be caught to the right. The interior of the building is really sumptuous. General Weyler is a man of fine tastes, an exquisite, so far as his personal appearance and surroundings are concerned. His study, filled with silver nicknacks and handsome china ornaments, with photograph frames and pretty vases filled with rare exotics, is like a lady's boudoir. Flowers are General Weyler's particular joy. Hundreds of beautiful roses, in season and out of season, fill the rooms of his house. Weyler, the man most abhorred of all in the world by the women of Cuba, is nevertheless a lady's man. He is always accessible, gracious and gallant, and American ladies who have attended his receptions describe a naughty, little twinkle in his flattering eyes. His voice is magnetic, and there is something magnetic, too, in the very clasp of his firm, cold hand, finely shaped as a woman's. His linen is always spallies, his attire shows the most elaborate care. On the whole, a very remarkable character, this grim warrior who has earned the horrible epithet of "butcher."





**THE ASTOR BATTERY AND ITS COMMANDER.**—The mountain battery presented to the United States, with men and full equipment, by Colonel J. J. Astor, set out early in the war for the Philippines. Captain Peyton C. March was in command. With him were Lieutenants Clarence C. Williams and Benjamin M. Koehler, both of the Sixth United States Artillery. Their fighting equipment consisted of six 3-inch Hotchkiss mountain guns, four feet long, and each weighing 250 pounds. These guns are of steel, enameled bronze. The gun-carriage for each gun weighs about as much as the gun itself. Both gun and carriage are readily portable on mule-back over the roughest and most precipitous places. The gun-equipment of the men includes a sabre and a .38-calibre revolver, with black rubber handle. The uniform worn by members of the battery in the Philippines is of brown linen. Pockets predominate, but there is good use for all such attachments. In every army of the first-class, to-day, the fact is recognized that soldiers can cover the ground to much better advantage if the articles they must carry for personal use and defence are, as nearly as possible, distributed equally over the body. The use of pockets helps to bring about this very desirable result. The helmet is of pith, similar in shape to the British tropical military head-dress. The leggings are of brown canvas. Marching shoes of tan color, with broad soles, have been adopted for use in the field and on the march. The Astor battery was conspicuous in the final attack on Manila by the combined land and sea forces on August 13.



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**THE BEAUTY OF OUR NAVY.**—The United States second-class cruiser *San Francisco* was the flagship of Commodore John A. Howell, on the European station, until the outbreak of the war, when she was ordered home as the same officer's flagship in the Northern Patrol Squadron. She is a protected cruiser, and very fast, being able to sustain a speed of over 20 knots. Her armament consists of twelve 6-inch breech-loading rifles, besides about a score of smaller rapid-fire and machine guns. She is built of steel, although she has no armor, but carries a protective deck, two or three inches thick, extending from side to side and from stem to stern, which protects the machinery, boilers, magazine, and other vital parts. A shot striking would do so at such a small angle that it would be deflected and pass on out of the ship, or possibly explode in an unimportant place. The *San Francisco*, which faced the last fire from Spanish guns at Havana, is a remarkably graceful ship, her lines being particularly fine. She is a sister-ship of the *Newark*, and was built at the Union Iron Works, at San Francisco, California, the city whose name she bears. She is about eight years old.



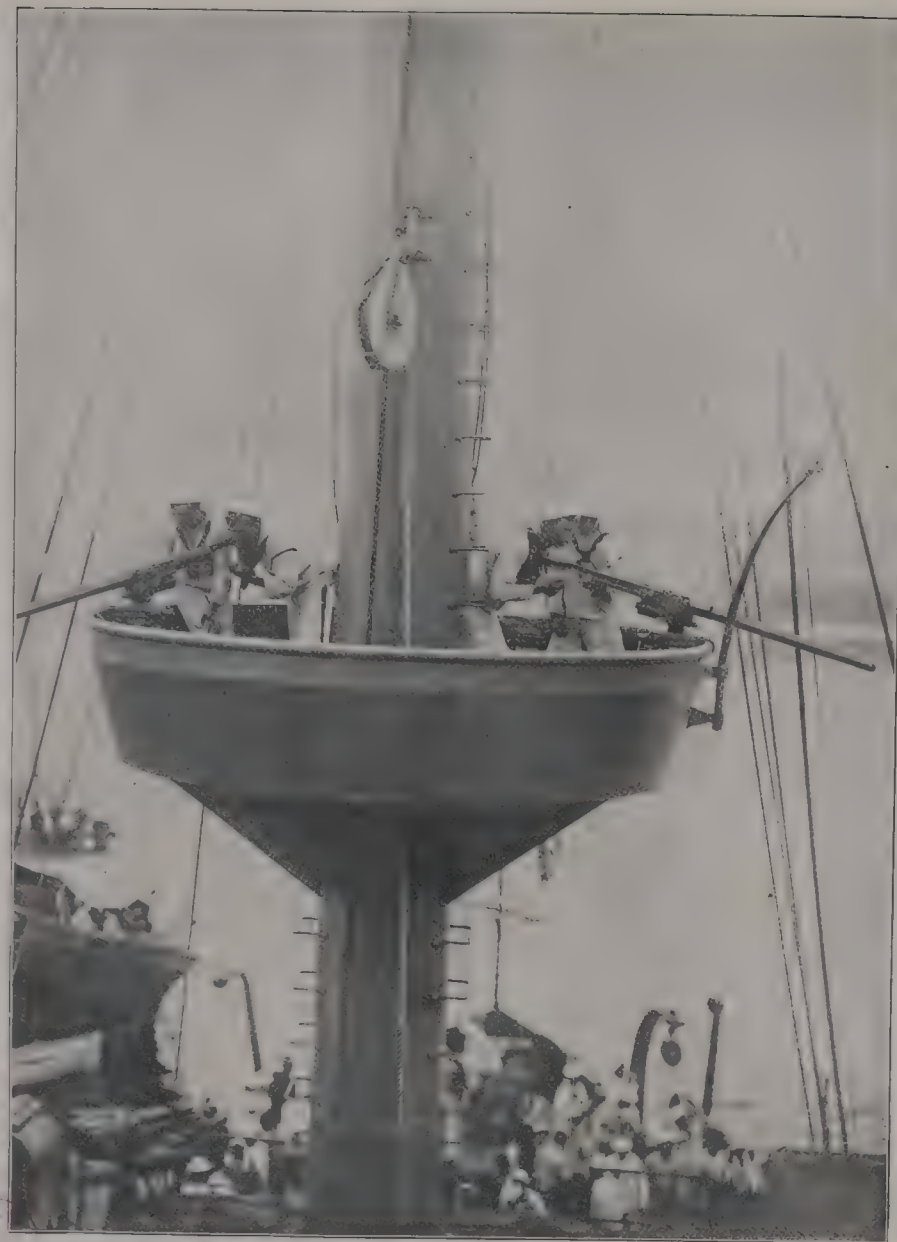


**HOME AGAIN.**—The battleship *Texas* was the first of Admiral Sampson's fleet to return northward from Cuban waters. On August 3d she went into dry dock at the Brooklyn Navy Yard. It was found that the sea growth and barnacles on the hull of the *Texas* were not so thick as had been expected. A big dent which was discovered was the result of a collision with a coral reef, while cruising off Dry Tortugas before the war broke out. Very little damage had been done by Spanish shells. Even the indifferent marksmanship of the enemy cannot really explain the wonderful escapes that all the vessels of our navy have had from the very beginning of the war. There has been, in fact, phenomenal luck. The *Texas* came back with a multitude of Spanish trophies on board. On the brass plugs in the 12-inch guns two of the *Texas*' men have stamped a record of the fights in which they have been used. The record reads as follows: *Viscaya, Reina Mercedes, La Socapa, Cristobal Colon, Oquendo, Santiago de Cuba, Guantanamo, Pluton and Furor, Cabanas, Maria Teresa.*



**THE DAMAGE BY SPANISH GUNS.**—Among many things remarkable in connection with the Spanish-American War, nothing has been more so than the immunity with which our navy passed through the ordeal. Scarcely a sailor's life was lost; no damage of a serious nature was inflicted on any of the vessels. And yet, more than once shells were falling all around them; exploding here, there, everywhere, except where they would cause damage. During the fight off Santiago the *Texas* received two injuries. Neither of them was in the least degree serious, although one might have been. A fragment of a shell passed through the pilot-house, where Captain Philip himself was at the time, and tore a way out through the bulletin board. The other wound was in the armor that protects the ash-roist. A big, gaping hole was torn, large enough for a man to thrust his head through. The good shape in which the *Texas* returned from the war may be gauged from the fact that only a fortnight was considered necessary in order to do all the cleaning and repairs required, including the amending of damages caused by the effect of the explosion of the big guns on board.





ON BOARD THE TEXAS. Our photographs show a captured search-light on board the *Texas* and a remarkable view of the military mast of the vessel which performed such terrible execution at Santiago when the Spanish ship, *Albatros*, was destroyed. It is no pleasant work to man a fighting-top during an engagement. The enemy's gunners make the masts a special mark, their object being to bring them down and to create confusion on deck by littering it with entangled debris. For visitors on board the *Texas* on her return to New York the fighting-tops were objects of much curiosity. Amongst the Spanish relics, among which was conspicuous the search-light captured from the *Maria Teresa*. This was taken not so much as a trophy as for utilitarian purposes. It was a better instrument than that belonging to the *Texas*, and the latter having been injured. Captain Philip made use of the Spanish search light on the homeward voyage. The photograph is a remarkable one. If the picture is reversed there can be seen in the gigantic mirror a reflection of the photographer and his camera. The operator, in obtaining a picture of the search-light, unconsciously secured one of himself.



PHOTO BY MULLER, BROOKLYN.

**STREET RIOT DRILL.**—Even when a warship has returned from active service, the sailors are kept busy with drill ashore. Our photograph shows the men of the *Texas* going through the "street riot" drill. Operations in the streets of a city call for tactics entirely different from those pursued in the open country. In marching through menacing mobs, flankers must be thrown out, sharpshooters detailed to look out for ringleaders, and at every street-crossing peculiar evolutions are needed to avert serious trouble. Sailors are not often called upon to fight in cities, but it sometimes happens that they are, and Admiral Dewey was doubtless very thankful, when he took possession of Cavite, that his men had been carefully instructed in just such exercises as that shown in the accompanying illustration, where a company of men, at a quick, sharp word of command, form a hollow square, the officers within, and every rifle leveled, pointing in all directions outward. Sailors may lack the rigid, clockwork-like attitude and movement of soldiers, but they are eager pupils, and often become quite as proficient in land operations as their brethren on shore. Fort Fisher, Formosa, Corea, Panama, and Alexandria are but a few of the places where the Yankee blue-jackets have laid aside their web-feet for the occasion and enacted the part of soldiers as well as they have ever manœuvred a ship or laid a gun.





**RETURN OF THE VICTORIOUS FLEET.**—Saturday, August 29, was a red-letter day in the history of New York City, for on that day there steamed into the harbor the best of the victorious fleet that had done so much to win freedom for Cuba and honor for the United States. Most popular of all the ships was the grim-looking *Oregon*, practically unsinkable, though her fire was the fiercest of all, on that memorable morning when the Spanish fleet was destroyed. She was freshly painted for the home-coming, with a brilliant coat of arms conspicuous at her bow, and whoever witnessed her as she sailed in that proud procession, could not have failed to be moved at the reflection that the little army of white-clothed men who manned her decks had sailed 14,000 miles, in danger the greater while, in order to give those death-dealing blows at Santiago. It was a magnificent feat, something unparalleled in the history of our navy, and the East was glad to welcome conspicuously the Pacific coast battleship that did so much to defeat Cervera's fleet.



**CAPTAIN F. A. COOK.**—Captain Francis A. Cook, now in command of the *Brooklyn*, flagship of Commodore Schley, is one of the navy's smartest and most popular officers. He is a native of Massachusetts, and was credited to the Naval Academy from that State in 1860. Fortunate enough to be preparing for graduation during war times, he was given the benefit of a short term, joining the *Seminole* for duty in 1863. During the conflict with the South, his aptitude gained for him a place on the gunboat *Genesee* and later the sloop-of-war *Lackawanna*. From active service under Farragut, he passed, after a brief intermission, to peace service under Commodore Rodgers. Posted for duty on the *Vanderbilt*, he went with the fleet on that famous cruise of 1866, covering the Straits of Magellan and the Pacific. Captain Cook served as navigator on the *Saranac*, *Pennacola*, and *Richmond*. His unusual mental qualifications have been given free play in several important staff positions. He has served with great credit at Annapolis; first as Instructor of Mathematics, then in charge of the Department of Seamanship. For three years prior to his selection as commander of the *Brooklyn*, in 1895, Captain Cook did admirable work in the Navy Department as assistant to the Chief of the Bureau of Navigation. The splendid record of the *Brooklyn* since her advent as a cruiser is largely due to Captain Cook's own work, aided by an excellent staff of officers and an enthusiastic, loyal crew.





**THE "BROOKLYN" IN HOLIDAY DRESS.**—Easily distinguished by her three tall funnels, Admiral Schley's famous flagship was the centre of all eyes in the great naval parade at New York. She was remembered as the one ship which the Spaniards feared would overwhelm them and upon which the order was given to concentrate their fire. The *Brooklyn* was there, the *Florida* was farthest west in the blockading line, had much the advantage in position over the *Oregon*, *Texas*, *Iowa* and *Indiana*, she attacked the leader of the escaping *Santiago Harbor*. She was fortunately placed in the fight and fortunate in being in charge of a sagacious and resourceful commander, who made the most of every opportunity. Our photograph shows the *Brooklyn* as she appeared August 20, 1898.



**THE PRESIDENT.**—William McKinley, twenty-fifth President of the United States, is fifty-five years of age. His record as a soldier began in his eighteenth year. On June 11, 1861, he joined, as private, the Twenty-third Ohio Volunteer Infantry, one of the most famous volunteer military organizations engaged in the conflict between North and South. This regiment took part in nineteen battles. William McKinley was active during every engagement. In 1862 he became a Commissary-Sergeant, and for a time did splendid service in caring for his comrades on the march and on the field of battle. His subsequent promotions to the rank of Lieutenant Captain and Brevet Major were specially bestowed for conspicuous gallantry and merit. After the war, Major McKinley studied law successfully. He then became interested in local and State politics. With him rests the honor of having addressed more of his fellow-countrymen on political topics than any public man during the history of the nation. The President served seven terms in Congress, receiving the highest honor—except the speakership—in the gift of the House of Representatives. The President has twice served as Governor of Ohio. At the presidential election of 1896, the purity in his favor exceeded 600,000. As war-president his record was so satisfactory that the country was practically a unit in his favor. In less than four months his well-directed energies secured freedom for Cuba.









**APPROXIMATE SCALE, EAST AND WEST.**

On a line due east and west at the equator the scale is 1,351 miles to one inch; east and west, 10 degrees north or south of the equator, 1,325 miles to one inch; at 20 degrees, 1,265 miles; at 30 degrees, 1,166 miles; at 40 degrees, 1,033 miles; at 50 degrees, 866 miles; at 60 degrees, 674 miles; and 70 degrees north or south of the equator, on a line due east and west, the scale is 484 miles to one inch.

**APPROXIMATE SCALE, NORTH AND SOUTH.**

Midway between the equator and 10 degrees north or south of the equator the scale north and south is 1,345 miles to one inch; between 10 degrees and 20 degrees, 1,325 miles; between 30 degrees and 40 degrees, 1,180 miles; between 40 degrees and 50 degrees, 1,000 miles; between 50 degrees and 60 degrees, 866 miles; between 60 degrees and 70 degrees, 674 miles; and 70 degrees north or south latitude, the scale of miles in a north and south direction is 595 miles to one inch.

Based on the Survey of the Coast, 1870, by the U.S. Coast and Geodetic Survey.





























# MAP OF HAWAII

## SCALES.

Statute Miles, 69.16 - 1 Degree.



Kilometres, 111.507 - 1 Degree.



Rand, McNally & Co.'s New Business Atlas Map of Hawaii.  
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WESTERN ISLANDS  
OF  
HAWAII  
ON SAME SCALE AS MAIN MAP.















